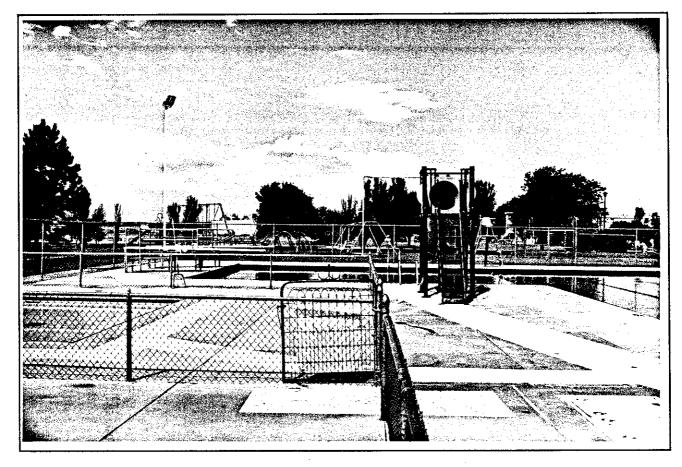
OUALITY PUBLIC SERVICES AND FACILITIES



• Wayne Park pool.



Quality Public Services and Facilities

Waverly should continue to provide public services and facilities which support the needs of its current residents and encourage new development.

Waverly's public services and infrastructure systems are the framework for the city's basic operation and future growth. These systems operate quietly and provide the basic municipal support for the lives of residents, and for industry and businesses. This section of the plan discusses how to maintain and improve public facilities now and in the future.

Providing public services and infrastructure is primarily the responsibility of local government. The largest single area of local tax expenditure for facilities is the city's public school system. Beyond this, city government must provide for facility development, including the operation and maintenance of major streets, storm sewers, sewage treatment, public safety services, and parks and recreation facilities.

While public facilities and infrastructure are often considered in terms of capital expenditures, the long-term costs of cooperation and maintenance are often more significant. For example, the long-term cost of providing fire protection and rescue services is higher than the initial cost of a building a fire station. Similarly, long-term maintenance of a park system greatly exceeds the cost of acquiring or even developing park land. This section of the Waverly Plan aims to harmonize the long-term public benefits of capital facility development with the significant costs associated with providing these vital community services.

The significant costs associated with public facilities and infrastructure make this part of the comprehensive plan important to Waverly. In addition, residents' level of satisfaction with the city and its government are largely dependent upon how well they feel they are served. In the end, providing high quality public services and infrastructure will greatly affect the desirability and livability of Waverly's neighborhoods. These "silent" areas of investment will have a great impact on the more visible areas of physical and economic growth.



This section presents the basic goals which will be accomplished through the theme of providing quality public services and facilities. In continuing to provide good municipal service to its taxpayers and users, Waverly should:

■ Assure that the local street circulation system is adequate to meet the demands placed upon it.

Waverly is free from many of the traffic problems that affect large cities. People in every community expect good performance from their street and circulation systems. However, the presence of East Cornhusker Highway (US 6) and associated regional commercial and industrial traffic contributes to localized congestion along the highway in the center of the city. Industrial, commercial and residential growth in Waverly, Lincoln and surrounding communities will place stress on some parts of the overall system. The growth concept in this plan is based on substantial development focused on industrial areas southwest and northeast of the city, and balanced growth in residential areas north and southeast of the city.

The transportation system can also create desirable development trends. For example, a street network helps to produce relationships among neighborhoods that can lead to a more unified community. Adequate local service roads can help a business location prosper; on the other hand, too many points of access can make an otherwise well-designed road prone to delays and accidents.

■ Promote improvement and extension of streets in a manner that supports desirable development patterns.

New streets and improvements to existing streets should be made in a manner that reinforces the policies of the growth concept of this plan. Priority should be given to those new projects which provide solutions to existing problems. Additionally, the city must anticipate its growth, and make necessary improvements that will encourage development in areas that provide the greatest benefits to the city.

■ Goals

■ Provide for the safe movement of all residents of Waverly.

The transportation system should provide for safe movement. Roads and intersections which create traffic conflicts and potential collision points should be corrected. Major crossings of railroad tracks should be improved. The traffic circulation system should be easily understood and clearly identified for visitors.

It is also important to recognize that not all people travelling in Waverly are using motorized vehicles. Both young people and old people are likely to be walking or bicycling, especially in areas near schools, parks, and in neighborhoods with young families. The city should be safe for pedestrians who must cross busy intersections as well. Hazards such as pedestrian crossings at arterial streets or at railroad crossings should be addressed to prevent potential safety problems.

■ Maintain the quality of Waverly's public services in the most economical way possible.

This section of the plan provides an inventory and evaluation of the city's major facilities, including:

- City Hall.
- · Public safety facilities, such as fire stations.
- Other city-owned buildings.
- Public works, utilities, and park maintenance and storage facilities.
- All park and recreation facilities.
- The city's infrastructure, including sewers, water system, solid waste disposal, and the sewage treatment plant.

These public services facilities are very important to the future of Waverly. The city's ability to support future growth is dependent upon the continued enhancement and successful operation of these facilities.

■ Goals

■ Support new development with adequate, economical infrastructure.

New development areas designated in the comprehensive plan will require some infrastructure extensions and improvements. Requirements will emerge for storm sewers, new and looped water mains, and extensions of other utilities into developing areas. The City should invest in new infrastructure with care; consideration must be given to the total public and private costs of new services. Public dollars must be wisely spent in providing services. The City should also be concerned with the size of private costs, to assure the continuation of orderly growth based on market-related decisions.

■ Provide for the greatest possible efficiencies in the development and operation of facilities.

The cost of providing infrastructure and public services can be minimized in many ways. Cost efficiencies and maintenance savings can be realized through good planning and programming. These savings frequently can occur through such techniques as facility sharing, consolidations, joint-use, the appropriate location of improvements, and budgeting for routine maintenance. Simply stated, the City of Waverly cannot afford redundancies in the development and operation of facilities or the provision of services. By avoiding duplication and encouraging inter-agency cooperation, the City can often enjoy increased quality and reduced costs. The public facilities plan will address these possibilities.

■ Assure the adequate rehabilitation of aging infrastructure to maintain the quality service levels expected by residents.

Waverly is similar to most communities in its need to reconstruct portions of its aging infrastructure. Infrastructure systems in Waverly which need particular attention include streets, sidewalks, selected water distribution lines and storm drainage. The City has already undertaken detailed survey and study work to assess the condition of these support facilities that are too often taken for granted. Waverly plans a comprehensive program to address structural problems with these systems. To implement this program will be one of the City's greatest challenges.

All cost estimates contained in this section are in 1993 dollars This section examines the current conditions of Waverly's vital infrastructure and public service system. It examines four basic components: the city's streets; its public facilities, those structures and resources which provide the home bases of major municipal operations; its infrastructure systems, including sanitary sewers, stormwater management, water distribution, and solid waste disposal; and its open space network of parks and recreational facilities.

Streets and Sidewalks

■ Functional Categories

The Street Classification Map shows Waverly's functional classification of major streets and highways. A street segment must be designated as part of the State's federal aid system to be eligible for federal funding assistance for major improvements.

Waverly's street system consists of a local grid configuration in older sections of the city, bisected by the diagonal highway alignment of East Cornhusker Highway (US 6), which creates a distinct north-south separation of the community. The current federal aid primary system consists of major highways that serve Waverly. These include:

- East Cornhusker Highway (US 6), a major 4-lane regional highway which is routed through the center of town,
- North 134th Street (and the jogged North 134th Street viaduct), which border Waverly on the southwest and provides for grade separated crossing of the highway/railroad corridor, and
- Prairie Home Road (148th Street), a north-south, crosscounty road which presently defines the city's east edge and intersects with East Cornhusker Highway (US 6).

Both highways are on the periphery of the community, but lie in the path of future growth and development. The Federal Aid Urban System also includes other streets designed to circulate traffic through Waverly. The street system's most important interruptions involve north-south traffic movement across the Burlington Northern Railroad. North-south movement in Waverly must cross the busy mainline tracks which bisect the city. Although the railroad serves as

■ QUALITY PUBLIC SERVICES AND FACILITIES ■

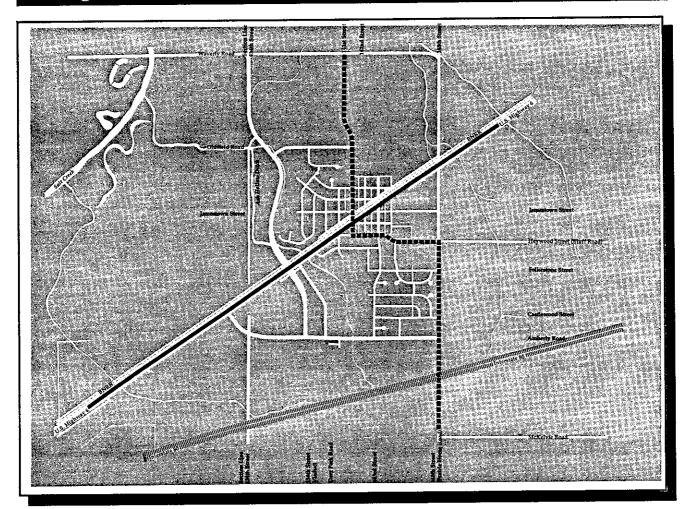
• A residential street in South Waverly.



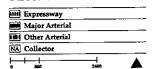
• Rose Hill Cemetery.



Existing Street Classifications



Existing Street Classifications



a major barrier to many street movements, trips across the line by vehicles, school children and other pedestrians at 141st Street are fluid and frequent. The railroad becomes a more significant barrier to the northeast and southwest, outside the established city.

The current street classification system categorizes streets by functional role. East Cornhusker Highway (US 6) is designated as an expressway, providing limited access and high-speed regional transportation access. The Nebraska Department of Roads has recently improved US 6 through the community with completion of a major rehabilitation project.

Few arterial streets provide routes into the community from the north, due to the barrier of the broad floodplain of Salt Creek. Similarly, major arterial connections from the south and west are limited by the barrier of Interstate 80, which runs east-west less than one mile south of Waverly. Prairie Home Road (148th Street) and section-line North 134th Street are the only two roads which act as arterials providing major local access from the south of the city. Both these north-south roads link the city to other communities in the county. Amberly Road, an east-west street located on the south edge of Waverly, provides a connection between Prairie Home Road and both the section-line and viaduct portions of North 134th Street. Amberly Road continues west to intersect with US 6 about one-half mile west of the city. To a limited extent, 141st Street also provides arterial access from the north of the city, crossing the railroad to intersect with US 6. South of the highway, 141st Street is subsumed into the local street pattern of residential areas. In the north part of the city, Oldfield Road provides a connection between the 134th Street viaduct and 141st Street.

Collector streets represent routes that collect traffic from individual neighborhoods and transfer it to other parts of the system. These routes include Jamestown Street in the north part of the city; Heywood Street/141st Street in Midtown Waverly; and 143rd Street, Castlewood Street and Folkestone Street in South Waverly. Jamestown and Heywood Street could act as important collectors for new development areas if they were extended east of Prairie Home Road (148th Street).

Taken together, both east-west and north-south movements within Waverly are relatively well-established throughout

the core residential areas of the city. The problem in northsouth movement of traffic arises from discontinuities in the street system caused by the railroad. Vehicles seek the one or two direct through routes which do exist across the railroad, resulting in localized congestion on 141st Street. In the south part of the city, the extension of Heywood, Folkestone and Jamestown Streets east of Waverly is critical to encourage new development which reinforces existing community patterns. In the past, Waverly successfully maintained community form in new development. Post-war residential areas south of Heywood included the extension of 143rd Street, which provided a consistent framework for the development of new streets. Future extensions of Waverly's Streets to the east, south and northwest to open new areas for development will set a strong basis for sound traffic circulation patterns for this growing part of the city.

The railroad corridor creates special challenges for cross-town traffic movement. Three crossings of these tracks exist along the US 6 corridor, two of which are the at-grade crossings (141st Street and Prairie Home Road). It is unlikely that additional crossings will be granted. Future traffic movements will be more concentrated at those crossing points that exist, creating a need for a further intersection improvements. Those areas most affected will include the North Waverly residential areas, Downtown Waverly, the Coop, and industrial operations located north of the railroad.

The most effective solution is improvement of the geometrics and pavement at existing railroad grade crossings. The North 134th Street viaduct crossing will also become increasingly important; however, local streets are poorly linked to the viaduct. The extension of Jamestown Street west to the viaduct would provide a direct path from 141st Street to the viaduct. In addition, road connections between 141st Street/Downtown Waverly and Prairie Home Road (148th Street) north of the railroad should be paved and improved. This transportation solution includes reconstruction of the Woodstock Boulevard "frontage" industrial road between Downtown and National Crane just north of the railroad. Taken together, these improvements are able to circulate traffic around the railroad corridor, improve traffic safety of crossing movements. The solution has the added benefits of opening access to several vacant parcels for future industrial development, and reinforcing the role of Downtown as an activity center.

Residential Streets and Sidewalks

The preparation of this plan included a city-wide survey of residential and collector street and sidewalk condition in the Autumn of 1992. Maps addressing street and sidewalk conditions summarize the results of this survey, highlighting significant street condition problems facing the city now and into the planning period.

• Residential Streets

The street system in Waverly is a continuous network in the older grid of the original town. Connections are less direct in the northwest part of the city, where the incomplete street pattern contrasts with the grid of older parts of the community. Streets in the southeast part of the City reflect a modified grid pattern, with longer blocks and more curvilinear than angular street patterns. These recent developments in the south part of the city use a collector street pattern that directs traffic toward the major arterials that surround the city. The continued dedication and construction of collector streets is important to the efficient circulation of traffic throughout the community. These links will also unify the community as new residential development occurs farther from its traditional neighborhoods.

Waverly's well-developed network of collector streets moves traffic within neighborhoods. Each neighborhood has several streets that direct travellers to both the perimeter of town and its service corridor. As a result, movement is not unduly concentrated on any one street. The exception is 141st Street, which is the single in-town crossing of the Burlington Northern Railroad. The lack of a through street connection of Jamestown with the North 134th Street viaduct harms the ability of North Waverly to move traffic to perimeter arterial streets as successfully as in other parts of the community. As future development occurs, it is critical that street patterns be consistent, so that movement toward arterial streets can continue to be evenly distributed on several collector routes for each neighborhood. This will be most important in the North and East Growth Centers.

Waverly has relatively few unpaved streets. In 1988, the city completed a major paving effort to improve Ivanhoe Street, including curb, gutter, sidewalks and a new water main, funded by property assessment. In 1993, the city paved

146th Street along the west edge of the cemetery, and 140th Street south of Jamestown Street, including sidewalk improvements. The few gravel streets that still exist are on remote, rural edges of the city, and a few in-city streets parallel to and north of the alignment of the railroad, or near the cemetery. The areas of the city that have substandard or unpaved streets include:

- North Waverly: Woodstock Boulevard (Lancashire Street east of Downtown Waverly) between 139th and 148th Street; Mansfield Road east of 141st Street; 142nd Street north of Lancashire Street; Oldfield Road west of 141st Street; and Prairie Home Road (148th Street) north of East Cornhusker Highway (US 6).
- South Waverly: all streets are paved.
- Other County Roads on the edge of the city including: the North 134th Street viaduct north of Amberly Road; and Bluff Road east of Prairie Home Road.

Streets in areas which are expected to experience substantial new development (such as along Oldfield Road in North Waverly) should be brought up to urban paving standards.

Some paved streets in Waverly show signs of deterioration. Pavement deterioration in Waverly is largely the result of the age of the street and the traffic burden that it must bear. In general, neighborhoods that experience the most significant deterioration in pavement surface include:

- North Waverly, along portions of Lancashire Street, 139th and 140th Streets.
- Midtown Waverly, including portions of 144th Street, Jamestown Street, 142nd Street, and Heywood Street near East Cornhusker Highway (US 6) and near the high school.
- South Waverly, including heavily-traveled streets such as Guildford and 143rd Streets. The City completed a major project to improve 143rd Street (among others) in 1993 that repaired street surfaces. Castlewood Street is a similar, heavily trafficked route that needs improvement. Other neighborhood streets which exhibit minor pavement failure include Danvers Street, Eastbourne Street, Folkestone Street west of Oak Lane, Bradford Court, and 146th Street.

Programs aimed at correcting deficiencies must be targeted to specific priority areas, with goals, options, and funding priorities identified. High priority improvements are those that:

- Improve traffic congestion problems at intersections and along heavily travelled streets.
- Improve drainage patterns and correct localized flooding.
- Connect newly developing areas to existing collector streets and the schools and parks of the existing community.
- Complete road connections between neighborhood activity areas and the 134th Street viaduct.
- Help to open significant tracts for new residential and industrial development.
- Increase mobility for cross-community trips between residential and employment centers.
- Improve or eliminate safety problems caused by configuration, site distance, or other condition-related problems.
- Are located in key areas critical to the successful implementation of the growth plan.

The city has recognized many of these needs and included appropriate projects in its One and Six Year Highway and Street Improvement Program. Despite funding limits, the city should continue to assign available resources to upgrade older, and heavily travelled streets.

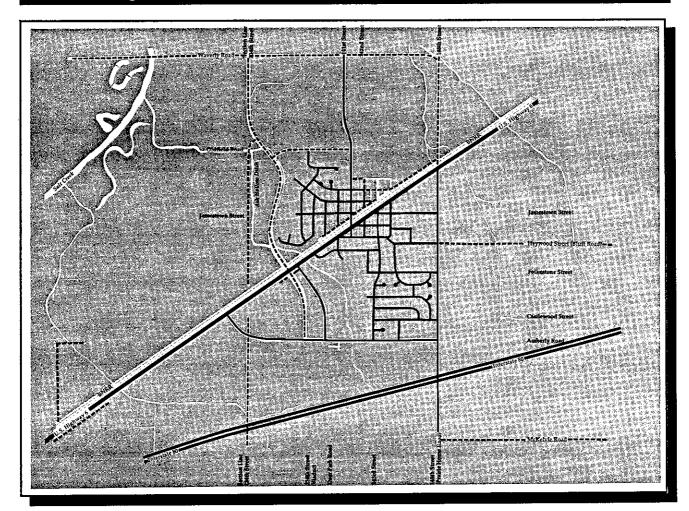
In general, Waverly should invest the largest part of its resources in projects that correct community-wide problems. High priority should be given to neighborhood street improvements that improve and consistently extend outward the city's traffic circulation patterns. Further, it is important to encourage growth in areas that are most beneficial to the city and its existing infrastructure.

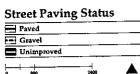
Sidewalks

Waverly has a nearly complete network of sidewalks through the city, a factor that contributes to the ease of pedestrian circulation to all parts of town. Neighborhoods in both old and new part of the community are well connected this system.

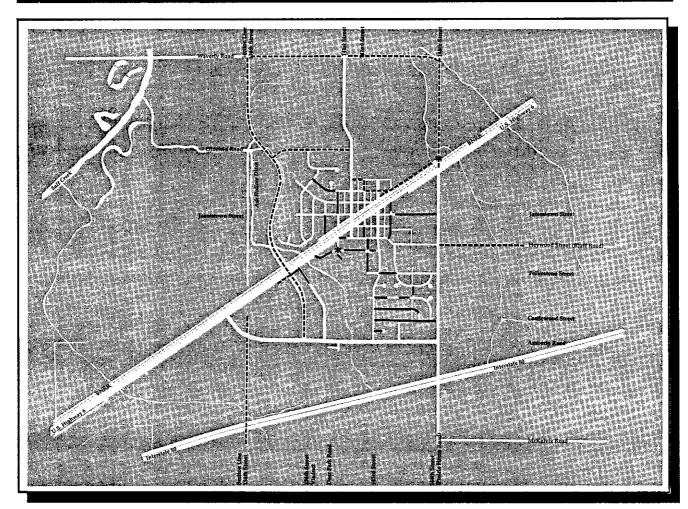
The City maintains this system by regularly monitoring the condition of sidewalks. Annually, property owners are notified of deficiencies by letter. These conditions are either corrected by the owner or by the City, with assessment of costs to the owner. In some cases, the City has "forced in" missing sidewalks, including Jamestown Street from 144 to 148th Streets, in the Newgate subdivision, and across drainage ditches on 137th Street.

Street Paving Status





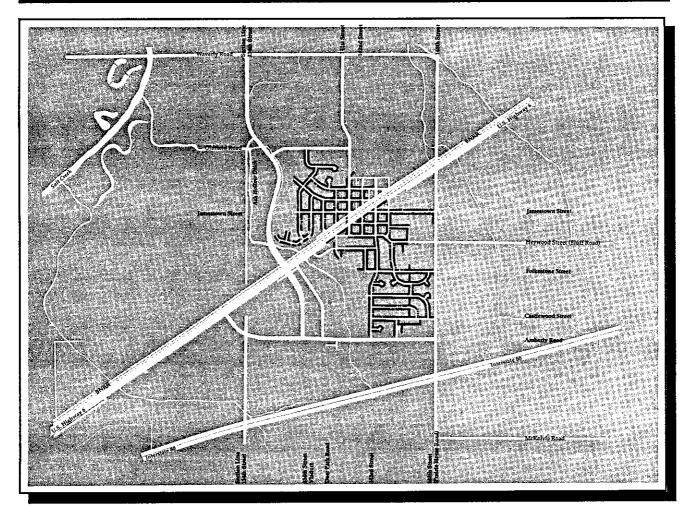
Streets with Repair Needs



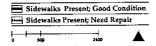
Streets with Repair Needs



Sidewalk Conditions



Sidewalk Condition



Note: The Waverly Plan report notes specific aidevails segments that are in greatest need of replat. This map identifies all aidevails segments that exhibit repair needs, including those which streetly show signs of mixer cracking and surface destrication. While these areas do not pose a hazard to pedestrians, they merit identification so that the city server service which condition is the drivings.

Waverly's sidewalk network displays mixed conditions. Many areas of Midtown Waverly which have the community's oldest infrastructure, have benefited from recent sidewalk improvement programs. However, sidewalk repairs are needed on most streets in the community. In some instances, sidewalks in outlying and newer areas of the city show signs of sporadic deterioration or minor cracking, most often at street corners. Sealing or repairing of these segments is advisable. Sections of the older, established neighborhoods in Waverly need substantial repair. Sidewalk repair needs correspond to the need for housing rehabilitation in many of these older areas. Areas of greatest need include:

- North Waverly, along 137th Street, 138th Street, 139th Street, small portions of Newgate Street, Lancashire Street and Lancashire Court.
- Midtown Waverly, along portions of Jamestown Street, Ivanhoe Street east of 144th Street, and small segments along Heywood Street.
- South Waverly: northeast of the elementary school, areas near Oak Circle, 145th Street, several segments along 143rd Street; and the west portion of Guildford Street.

In addition, the city should work with the railroad to provide improved safety for pedestrian crossings of the railroad at 141st Street, including improved signage and lighting.

Sidewalks are absent in a few areas on the periphery of the city. As these areas are incorporated into the growth of Waverly, sidewalk connections become important. The City should continue to require that all new developments provide sidewalks.

The city has a relatively complete network of sidewalks in older areas of the city along major arterial streets, such as East Cornhusker Highway (US 6). These sidewalks have been repaired and replaced as part of the recent highway improvements. Recent development has extended the city outward, to the west and south along this route. By contrast, sidewalk connections along these areas are virtually non-existent. It is important to note that sidewalks are necessary along highways to provide safe passage for pedestrians between and within commercial and residential developments. The edge of town is continually shifting, requiring sidewalk extensions with it.

Public Facility Inventory and Analysis

The City of Waverly owns buildings and structures that provide bases for city operations and public services. The City moved into its current City Hall on the north end of downtown in 1988 following its purchase from a heating and air conditioning business. This location is just north of the City's historical City Hall site, which once occupied the current bank site. City Hall faces Lancashire Street, at the northwest corner of 142nd Street, the city's most important downtown street. The building also contains a community meeting room, available for various civic and social functions. While no Public Library exists, the City is served by a mobile library unit sent to the community from the Lincoln library system. The City contracts for police and patrol services with the Lancaster County Sheriff.

The Waverly volunteer fire district is located in a facility situated on the southeast corner of 141st Street and East Cornhusker Highway (US 6). The structure houses the offices of the fire district, as well as the equipment provided for fire protection by the district itself, the City of Waverly, and Lancaster County. The facility, formerly housing City Hall as well, was dedicated exclusively to fire department use in 1988. Since then, the fire district has completed major a remodeling and addition to the facility.

City maintenance operations are headquartered on the north edge of the city, west of 141st Street. The facility was built in the late 1960s for the joint maintenance operations for streets, sewers, public buildings and parks. Water and sewer operations also maintain structures located throughout the city used for water pumping, storage and distribution, and wastewater treatment. The city's wastewater treatment plant is located north of the city about one-half mile south of Salt Creek. Solid waste is collected by a private contractor and taken to the City of Lincoln landfill.

As discussed in Chapter One, the city is currently planning a general aviation facility. A potential site is north of East Cornhusker Highway (US 6) and west of the Oldfield Road, just south of Salt Creek. The field will be designed to serve the needs of Waverly and businesses in Northeast Lancaster County during the next twenty years.

The city acquired the Rose Hill Cemetery in 1992. The

facility is located on the east edge of the city, north of the high school. The cemetery has recently improved a new section for community use, and should provide adequate space for the next twenty years.

Major recreation facilities operated by the city include: Wayne Park, which contains the municipal pool, and Sharp Park, located northwest of 139th Street and the Burlington Northern Railroad. Another major community recreation site is Jaycees Park, located north of Downtown and east of 141st Street, purchased and developed by the Waverly Jaycees. The park is a potential site for a community center to be developed by the Waverly Community Foundation. Despite its ownership by a non-profit organization, this plan considers Jaycee Park as part of Waverly's park and recreation system.

Table 5-1 presents an inventory and evaluation of these and other public facilities. The assessment of each facility is based on existing conditions and potential community needs. Proposed or desirable changes in facilities and services are noted, along with the priority for such actions.

Based on the inventory, Waverly's highest public facility priorities are:

• Continued rehabilitation of aging infrastructure. Older sections of Waverly contain capital improvements that are nearing the end of their lifespan. Targeted rehabilitation of deteriorated segments of streets, sewers, sidewalks, and water lines must be scheduled on a rotating basis to prevent unexpected and costly failures.

フィフ・フ・フィフィフィフィフィフ・フ・フ・ファフィフィフ

- Physical improvements for the disabled. Handicapped accessibility improvements should be continued until all structures owned by the City and used for recreation and parks programming are barrier-free and in compliance with the Americans with Disabilities Act.
- Wayne Park improvements. Projects should continue within this superb community park, with an emphasis on landscape design treatments and pathways. A new landscape plan should be developed to improve definition of road and parking edges, preventing encroachment of motor vehicles into the park. Additional consideration should be given to locating future community facilities within the south edge of the

park. A system of trails and paths should be developed in the future through the park to future residential areas south of Amberly Road.

- Airport Development. While the need for a general aviation facility may be evident, the regulatory process to gain approval, funding and construction is long and difficult. Waverly is ideally positioned, economically and geographically to provide an excellent site for a business aviation facility. The community should agree on a proposed site west of the City, using it as a determinant for municipal facilities decisions.
- City Maintenance Facility. During the period leading to the development of the airport, the City has an excellent opportunity to gain a more functional site for streets maintenance operations as part of airport development. The airport land acquisition and construction process may be able to use federal funding to construct a modern, operations, storage and materiel staging area that to serve aviation and streets maintenance needs efficiently and economically.
- Waverly Community Center. The Waverly Community Foundation, has been pursuing the development of a community center in Waverly. Such a facility could contribute to Waverly's attractiveness as a place to live. The location of a community center should serve the largest part of Waverly's population, while also serving new growth areas. A priority area for development of such a facility would be north of downtown in Jaycee Park.
- Waverly Community Library. Waverly's residential and industrial growth has created a balanced residential and industrial center. A library building is an expected resource in a prosperous, progressive community. Waverly should move to develop a public library, either independently or as an extension of the Lincoln system. Potential sites include Downtown or north of Downtown area, near other places of civic importance. Jaycees Park site is another desirable location. A library may be incorporated into a community center project.

Facility/ Location	Description	Evaluation	Modification/Priority	Comments
1. City Hall 14130 Lancashire Street NW of Lancashire Street and 142nd Street.	Masonry structure originally built as a heating and air conditioning business, was converted to municipal use in 1988. The structure contains city administrative offices, a community meeting room, restrooms accessible to the disabled, and a small kitchen area.	Structure is in excellent condition. The facility is well located to serve important civic and social functions of the community.	Perform routine maintenance of the structure. Moderate Priority.	No planned capital costs.
	A limited number of off street parking spaces exist along the south face of the building.	Additional parking for this facility would be desirable, especially for community room users. Property to the north of the building, currently in use for industrial garages and storage, could be obtained in the future for City purposes.	When adjcent land becomes avilable, the City should make every reasonable attempt to acquire sites for future needs for parking, building and storage. Moderate Priority.	No estimate of capital costs is availble.
2. Fire Station 10530 N. 141st Street Southeast of US 6 and 141st Street.	Masonry structure originally built for use as a City Hall/Fire Station. This City-owned structure was dedicated for sole use by the volunteer fire district when the new City Hall facility was completed in 1988. The fire district serves Waverly and portions of Lancaster County. Major improvements to the structure have been financed and completed by the fire district. The structure contains fire offices and equipment storage for vehicles owned by the district, Lancaster County, and the City of Waverly.	Structure is inexcellent condition, although general maintenance is required.	Perform routine maintenance. Moderate Priority.	No planned capital costs.

Facility/ Location	Description	Evaluation	Modification/Priority	Comments
3. Streets and Utility Maintenance Facility 11121 N. 141st Street; West of 141st Street and	Metal building built inthe late 1960s for use as a maintenace facility. Structure contains four vehicle bays, offices, restroms and a small amount of storage	Structure is structurally sound and in good condition.	Perform routine maintenance. Moderate Priority.	
north of Mansfield Ditch.	space. Building exists on a 0.46 ace site located north of a major steel quonset building built in the 1940s and owned by the Coop. The quonset is divided	Overhead doors to the four vehicle bays should be upgraded with insulated replacement doors. The	Install insulated steel doors for the four vehicle bays.	
	into two interior spaces, and the north half is used by the City for storage of vehicles, picnic tables, park materials and other related City property.	structure could be expanded in the future, with two additional bays, one each to the west and east.	Continue cooperative arrangement with the Coop to utilize this important storage area.	
		The small size of the site limits some necessary functions. The site is not able to accommodate storage of rock and gravel, salt, cold	Begin plans to site a new maintenance yard on the edge of the proposed airport.	
		patch mix and other materials needed in the repair and maintenance of streets and park facilities.	Airport and city maintenance operations should establish joint-use facilities, for equipment staging and	
		Future development of an airport west of Oldfield Road and 134th Street provides an opportunity to relocate maintenance operations. A	storage areas, and rock/gravel/salt storage. Federal aviation funds may assist this effort.	
		new site on the edge of the airport property would provide space for stone, salt and materiel storage, as well as possible joint-use storage for airport maintenance and administration functions.	High Priority.	

Facility/ Location	Description	Evaluation	Modification/Priority	Comments
4. Municipal Pool Wayne Park; Northwest of Folkestone	Outdoor swimming pool was built in the northeast part of Wayne Park in the early 1970s. Structures include the pool,	Facility is in excellent condition and no repair needs are evident.	Perform routine maintenance. Moderate Priority.	No planned capital costs.
Street and 142nd Street.	a bathhouse with restrooms and a concession area.	The City has recently completed path and sidewalk improvements for handicapped access to the facility grounds. In the future, the City should expect to install improvements within the pool, such as a handicapped accessible chair lift or ramp, to meet federal ADA requirements.	Establish a good faith effort over the next few years which will lead to the eventual compliance of the pool with ADA mandates. The City should begin investigating the cost and design specifics of this project. High Priority.	Costs will depend upon the selected project alternative.
5. Rose Hill Cemetery Northwest of 148th Street and Heywood Street.	This primary municpal cemetery comprises 6.9 acres and is located north of the High School on the east edge of the community. The City of Waverly assumed maintenance and operations responsibility for the cemtery in December 1992. The property will likely be annexed into the City during 1993.	This excellent facility is highly regarded. The City is continuing work to update records and operations. The cemetery is surrounded existing development. A new section of the site has recently been improved, and it appears the facility has adequate capacity for the future needs of the community.	Continue efforts to improve the operation of the facility. Complete annexation of the site into Waverly. No immediate pressures to expand are evident.	No planned capital costs.

COLORO CONCLER DE LANGER LA LANGER L

■ Infrastructure Analysis

This section presents an inventory and evaluation of the city's existing infrastructure systems. These include the systems for sanitary sewer, stormwater drainage and storm sewers, water distribution and storage, and operations for the collection, transfer and disposal of solid waste.

Sanitary Sewer

Table 5-2 inventories Waverly's sanitary sewer system. The inventory identifies the following major issues:

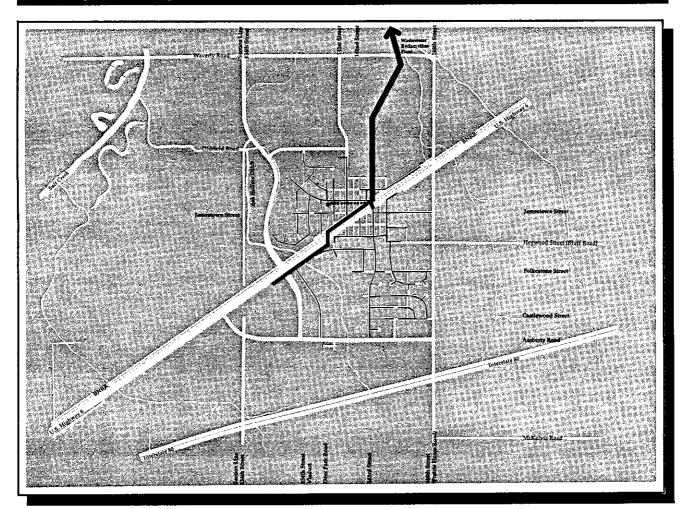
- The City has computerized a data base describing locations of sanitary facilities, with information such as manhole condition. The televising program (now underway) can provide valuable data that can complete the data base and allow the City to anticipate costly failures.
- Tree roots continue to plague many sewer lines in the community, especially along Lancashire in North Waverly. A maintenance program to remove these obstruction has been funded on an annual basis and should be continued. The use of PVC sewer pipe in newer developments can be expected to alleviate this problem in recently built areas.
- The oldest sewers in the city are located in Downtown Waverly, and older residential areas of North and Midtown Waverly. Instances of sewers deterioration have occurred, and several lines have been replaced. While there are no capacity problems, structural problems will continue to occur, requiring a program of replacement and repair for the older segments of system. The City of Waverly is completing a system-wide evaluation and televising of lines, which should be followed by a comprehensive capital improvement program of maintenance and repair. With continued funding, the program could be complete by the year 2000.
- The sanitary system is accommodating extraneous water as a result of surface inflow in parts of the system. The City has budgeted maintenance funds to identify and eliminate sources of inflow from the system. A regular program to eliminate sources of extra waters should be continued.
- The city's lift station is at best a "necessary evil," which requires ongoing maintenance and replacement. Continuing

Facility	Description	Evaluation	Modification/Priority	Comments
1. Sanitary Sewer System	Waverly's sanitary sewer collection system consists of a network of sewer lines, ranging in size from8 to 15 inches. The largest serwer line runs along US 6 and the railroad corridor, and directs flows along 143rd Street north to the treatment plant. Most of the existing system is vitrified clay pipe, or in some cases concrete pipe.	A number of the older sanitary sewer lines in Downtown and bordering areas have been replaced on an as needed basis in response to deterioration. No capacity problems are evident with these older	Replace older sewers in Downtown and other areas as needed. Continue annual televising project, so that all televising work may be completed by the year 2000. Televise	Typical reconstruction costs will vary depending upon the size of the line to be replaced.
	The oldest sewer lines are located within Downtown, and in bordering areas to the west. Other older lines exist in the center of the City south of US 6. All lines are separated sewers.	There have been minor instances of infiltration and inflow. Isolated cases of surface inflow have	older sewer lines first, to locate structurally deficient areas to program replacement. High Priority.	\$3200 annually for televising o sewer lines.
	Generally, the entire developed area of the city is served by sanitary sewers. New sewer lines in Waverly are	beenidentified. PVC is performing satisfactorily for sewer use in the community.	Continue to budget maintenance funds to rehabilitate lines and eliminate sources of inflow from the sewage	
	installed using PVC pipe. Recent lines built with PVC include the industrial park line along Deer Park Road, and residential lines inthe Newgate and Coventry subdivisions.	Rehabilitation of sewer lines will be initiated as problems are identified. Replacement of old brick manholes, rings and covers has begun.	collection system. This is more cost-effective than treating extraneous water. Continue to budget maintenance funds to remove tree root	\$1600 annually
		The City of Waverly began a jetting and televising program in 1989 to assess the condition of all sewers. This televising of the system is expected to be completed in the year 2000.	from sewer pipes, by foaming and other methods. Coating or replacement of problem lines in the Lancashire area may be needed in the future. Continue program to complete the televising of all sanitary lines.	root removal.

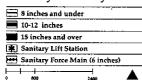
TABLE 5-2 Sanita	ry Sewer Facilities Inventory			
Facility	Description	Evaluation	Modification/Priority	Comments
2. Sanitary Sewer Lift Stations	The City operates and maintains one underground sanitary sewer pumping station at the following location:	Routine maintenance is performed by city staff at periodic intervals.	The City should continue to work todesign future development in such a way as to eliminate the need for future lift stations whenever possible.	
Municipal Lift Stations	1. West of 140th and Kenilworth Streets. This pump connects to a 6 innch force main which runs east along Kenilworth Street to one-half block east of 142nd Street.	The lift station is less than 5 years old and is generally in good operating condition.	Continue regular maintenance program.	No capital costs programmed.
Private Lift Stations	No private lift stations currently exist.	Although the City of Waverly would have no maintenance responsibility for private lift stations, any future proposed installations should be metered and monitored by the City.	If private lift stations are installed, flows should be metered or determined by pump hours to verify that billed treatment cost is commesurate with contributed flow.	No planned capital costs.

Facility	Description	Evaluation	Modification/Priority	Comment
3. Wastewater Treatment Plant North of the City, near Salt Creek.	The wastewater treatment plant is locatedabout one-half mile south of Salt Creek. The site is elevated from the one percent annual chance (100 year) flood by a levee.			
	The modern plant was established in the 1970s.	Recent improvements in 1990 included installation of fencing around ditches.	Install new pump in 1993. High Priority.	\$ 8000 cost estimate.
	The wastewater treatment facility is designed to treat volumes generated by a community of 5000 residents. Plant design capacity is 500,000 gallons per	The facility is operating at 50% of design capacity.	The plant has no immediate need for expansion within the 20 year future.	
	day.	The Waverly Treatment	year 1414107	
	In 1992, the facility treated an average flow of 3,56,967 gallons per month. 1992 max. monthly flow was in October at 3,699,700 gallons.	Facility is twenty years old, and has experienced some age-related maintenance needs.	Monitor future development to estimate future expansion needs.	No planned capital costs
	The treatment process consists of: Initial screen.Grinding mechanism.1 major pump.	Replacement of some major pieces of equipment has been completed in the past several years.		
	 2 standby pumps. Lift station. Aeration chamber. 2 clarifiers. Digestor. Settling basin. Recycling of water through clarifier. Sludge is settled in digestor, and is hauled out. Chlorination equipment. 	In addition to routine physical maintenance costs, sludge handing is expected to develop into a significant issue in the future.	Monitor federal and State of Nebraska guidelines relating to sludge handling for effects on Waverly's disposal operations.	No planned capital costs
	All solids collected from the wastewater treatment facility are currently applied to farmfields as a soil conditioner.			

Sanitary Sewer System



Sanitary Sewer System



preventive maintenance is a significant concern at the one lift station under city supervision.

• The city must ensure that sanitary sewer connections and lift stations which are constructed by private developers are adequately sized to provide for adequate capacity for future adjacent development.

■ Storm Drainage and Flood Prone Areas

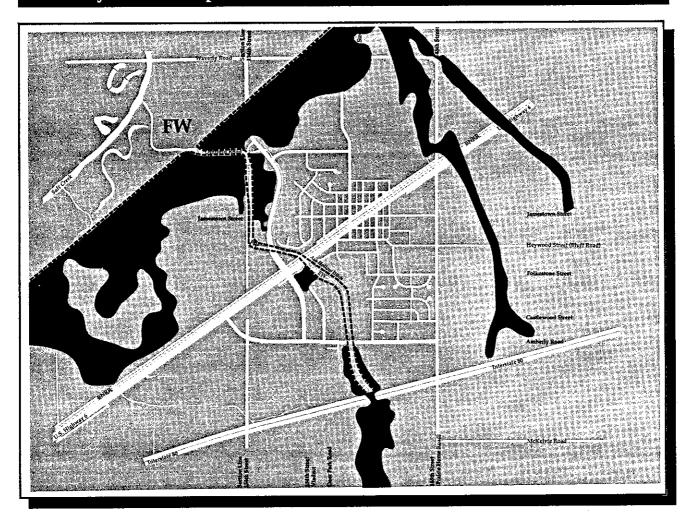
Table 5-3 examines the city's stormwater management system. Waverly is in the Salt Creek drainage basin; its extensive stormwater system includes swales, storm sewers, and the Ash Hollow Ditch. Ash Hollow Ditch runs the length of the City from south to the north west of the community, draining an area of about 4.7 square miles, most of which is urbanizing. Mansfield Ditch is a smaller tributary ditch to Ash Hollow Ditch, draining large areas north and west of Downtown. The portion of the drainage system for which the city has direct responsibility is limited to these ditches, as well as a limited number of existing storm sewers. The City maintains these facilities and has completed channel improvements on Ash Hollow Ditch over the last decade. The City's drainage inventory identifies the following issues:

- Because of a relatively level terrain, temporary ponding is often a major problem. Some low-lying areas in floodplains experience ponding after a major storm event. Throughout the city, street surface drainage along curbs and gutters provides the largest part of the City's stormwater drainage. In a few isolated areas, storm sewer pipes have been installed to assist the rapid drainage of developed areas following a major storm event.
- Storm sewer capacity in older parts of the city is not a concern, given the limited number of pipes, their recent construction, and their adequate size. In spite of the existing structures, drainage and localized flooding problems exist in some neighborhoods, especially areas where street connections have not been completed, such as along Jamestown Street in North Waverly. In these areas street curb drainage is interrupted as well, creating drainage problems.

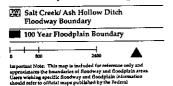
Facility	Description	Evaluation	Modification/Priority	Comments
1. Storm Sewer System	Waverly has few pipe structures to convey stormwater. The largest part of Waverly's stormwater drainage network relies upon surface flows on streets, which outlet into swales, ditches and	Waverly's topography is flat, with standing water a concern in several low-lying, flood prone areas.	Install missing links of storm sewer network in Waverly.	Cost will vary depending upon project.
	creeks.	Waverly experiences localized problems with its stormwater	Continue to identify and correct localized	Cost depend upon project
	Most of the pipes which exist date from the post-war period, and have bben installed asin conjunction with street	conveyance systemin these flat areas, especially near Jamestown Street in North	problems.	details.
	extensions and paving projects.	Waverly, where street extensions to the drainge	The City should continue to favor open	No planned capital cost.
	The most important storm sewer lines include:	channel are incomplete. The City has made a concious	channel draingeways as part of all new development.	
	 A stormsewer along US 6 Street, 	effort to rely on surface	de resopriteiro	
	beginning near Ivanhoe Street and extending east of the City to 148th Street.	channels for drainage to reduce future conveyance problems.	The City of Waverly should acquire additional land along Ash Hollow Ditch south	No planned capital cost.
	 A storm sewer along 141st Street north of the railroad, which drains the 	An ever-increasing portion of the Ash Hollow Ditch drainge	of Amberly Road.	
	area west of Downtown. Flows enter Mansfield Ditch three blocks north of the railroad, and move west through the Meadowdale Addition of North Waverly into Ash Hollow Ditch west of the City.	basin is covered by urban development. While channel projects have eliminated many flooding problems, continued industrial and commercial development will	Dedicate sufficient open channel right-of-way as part of private development, for future conveyance and maintenance needs.	No planned capital cost.
	A storm sewer along Heywood Street	increase flows in the channel.		
	running west from the High School.	In areas of future development, water detention	Identify future projects in newly developing	No planned capital cost.
	 A storm sewer approximately 230 feet in length connecting the surface drainge of Deer Park Road to Ash Hollow Ditch, just south of the US 6 right-of-way. 	ponds should accompany other efforts to increase flow capacity and rate of conveyance.	areas which would delay storm discharges within detention basins. Private developments may include a lake feature for runoff detention.	

Facility	Description	Evaluation	Modification/Priority	Comments
2. Floodplains	Waverly is located on the right bank of Salt Creek, which passes the community about two miles north of US 6. The confluence of Salt Creek with the Platte River occurs near Ashland, more than fourteen miles northeast of the City of	The floodplain of Salt Creek is relatively undeveloped with structures, a factor which has reduced property damage during flood events.	Continue to enforce ordinances and regulations dealing with floodplain development.	No planned capital costs.
	Ash Hollow Ditch, a tributary of Salt Creek, has the largest influence on the drainage and hydrology of the city. The Ditch runs fromsouth to northwest along the western edge of the city. The ditch contains the entire 500 year flood volume within the developed City, but a floodplainis designated along the ditch south of Amberly Road and west of	Waverly has implemented an effective floodplain management program. Waverly should continue to acquire land within the path of major drainageways to reduce potential flooding damage and increase the City's recreational greenbelt along the drainge courses.	Enforce ordinances and regulations requiring sound drainage practices.	No planned capital costs.
	The City of Waverly has undertaken substantial channelization along Ash Hollow Ditch to reduce the risk of flooding. Channelization improvements were completed in 1971 and again in 1981, to accommodate flows beyond the 500 year flood, as measured in 1981.		Monitor obstructions in the drainage channels, and when needed follow a phased schedule of channel maintenance. This should be programmed into an annual maintenance budget.	No planned capital costs.
	A secondary tributary drainage way is located about one-half mile east of 148th Street (Prairie Home Road). This swale constitues a narrow floodplain which runs in a north-south direction to the east of the city.	Future development in the East Growth Center will bring residential development into this drainage area. The City should monitor drainage needs and be prepared to improve the flow of drainage as urbanized development occurs.	Individual private development decisions should coordinated and phased to provide adequate drainage improvements that are concurrent with growth.	No planned capital costs.

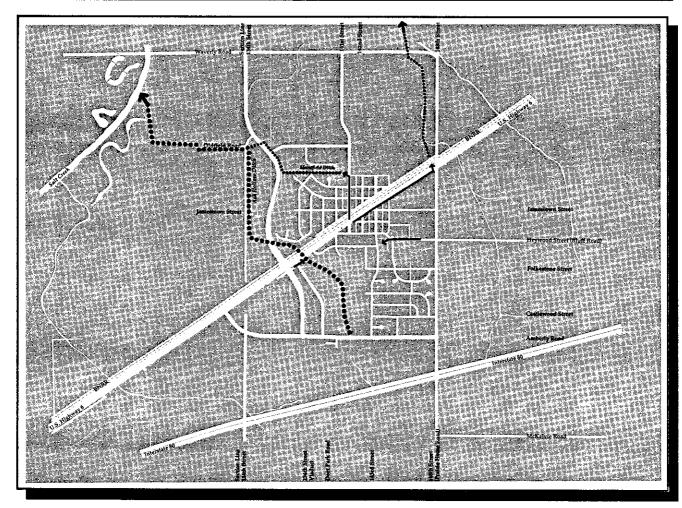
Floodways and Floodplains



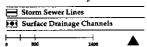
Floodways and Floodplains



Storm Sewer System



Storm Sewer System



• The city should continue to require that all new major drainageways utilize open channels instead of sewer pipes. Drainageway swales have several important features, which include providing efficient flows, filtering pollutants from surface runoff (consistent with forthcoming federal environmental mandates on runoff water quality), and establishing multi-use greenways through newly developing areas of the city. These approaches should be used in drainage projects along Ash Hollow Ditch south of the park, as well as along the drainage basin east of the city in the path of future development.

■ Water Distribution System

Table 5-4 examines the city's water supply system. The city operates an seven wells/pumping stations. A 500,000 gallon elevated water storage reservoir is located southeast of the city, near the intersection of Amberly Road and Prairie Home Road (148th Street). The city's most recent well fields have been developed far south of I-80, in the rural country-side. Waverly's water system has been modernized and expanded, providing an excellent service base for future residents and industry. In addition, the city has a computerized database describing location of water improvements and a continuing program to automate the City's billing and maintenance operations. The city's most important water projects involve:

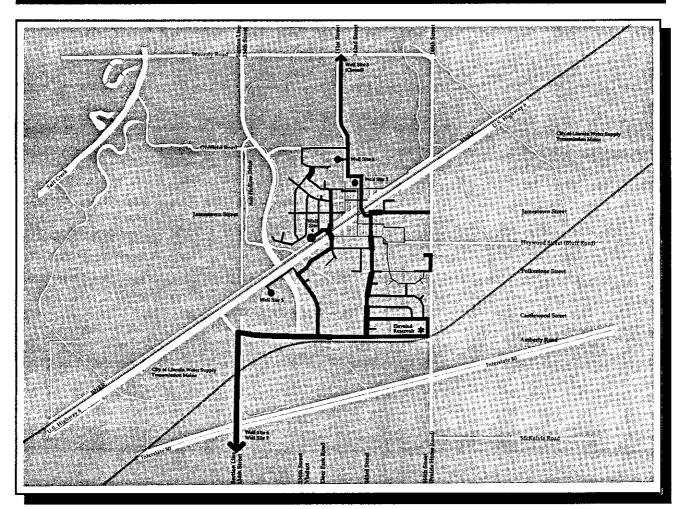
- Continued routine maintenance of the water mains and the elevated storage reservoir.
- Reconstruction of obsolete and undersized water mains near the site of the former Downtown water tower, as well as in the East Oak Lane Circle.
- Reconstruction of the water main extending east of 142nd Street along Kenilworth Street and Woodstock Boulevard.
- Complete a system of loop water mains along 148th Street between the high school and Castlewood and Jamestown Streets. These improvements should include a new hydrant installation at 148th Street near the high school.
- Complete efforts underway to computerize and inventory the condition of the each element of the City's water system.

Facility	Description	Evaluation	Modification/Priority	Comments
1. City Water Supply Wells	The city relies on seven wells for its water source, including the following sites: • Well #1, located north of Downtown	No system improvements are needed to maintain adequate volume and pressures for fire flows. Wells #1 and #2 are pumped primarily to benefit fire protection, and were	Continue routine maintenance of the system's wells. High Priority.	No planned capital costs.
•	along 142nd Street.	rebuilt since 1989.		
	• Well #2, located near the City street			
	maintenance facility north of the City along 141st Street.	Well #3 has been closed, found in vilation of federal standards for Carbon-	When conditions warrant, re-open Well #3.	No planned capital costs.
	 Well #3, located far north of the City along 141st Street. This well is closed. 	tetrachloride contamination. Source of the problem has been identified and is being	Low Priority.	
	 Well #4, located northwest of 139th Street and the railroad. 	removed. This well will be expected to be able to reopen within 15 years.		
	 Well #5, located southwest of the 	,		-
	134th Street Viaduct and US 6.	Well #4 was rebuilt in 1988.		
	• Wells #5 and #6, located one half mile	Wells #5 and #6 in the rural	Maintain these wells to	No planned capital costs.
	south of I-80 along 134th Street.	watershed south of the City have the highest pumping	a maximum level of dependability.	capital costs.
	At full operation, these wells would expect to produce a pumping capacity of 3.18 million gallons per day. In reality, pumps operate less frequently, and in rotation schedules.	capacity of all City wells.	High Priority.	
	The system's 1992 average monthly demand was 7,598,000 gallons.			
	The system's 1992 max. monthly demand was in May at 10,605,000 gallons.			

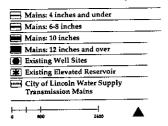
TABLE 5-4: Water Su	apply System Inventory			
Facility	Description	Evaluation	Modification/Priority	Comments
2. Water Storage Reservoirs	A municipal water storage reservoir is maintained at the following locations:			
	• 500,000 gallon elevated storage reservoir northwest of 148th Street (PrairieHome Road) and Amberly Road.	This steel structure was built in the early 1970s, and is in excellent condition. Storage capacity is adequate for the future.	Monitor condition. Continue regular maintenance program.	No capital costs are programmed.
	This facility is built on ground owned by the school district. The City of Waverly has an easement for this structure on the site.	While the easement may be adequate, it may not sufficently protect the City's interest in the facility.	Attempt to obtainCity ownership of the site beneath the reservoir.	Cost of the transaction are negotiable.

Facility	Description	Evaluation	Modification/Priority	Comments
3. Water Mains	The existing system of water mains ranges from 2 to 12 inches in diameter. Generally, the entire developed area of Waverly is served by the water main system. In recent years, the city has expanded its water service area to	The overall system is professionally maintained and operated by the City. The City has completed an outstanding program	The City should systematically replace problem and undersized mains as funding becomes available.	Costs will vary with size of main replacement.
	include large areas of industrial development southwest of the City.	creating a computerized data base of hydrants, flow tests,	High Priority.	
	A study identified several water main projects needed to provide adequate	and volumes and pressures. A program of improvements	Continue on-going efforts to add to the data base of the water	No planned capital costs.
	transmission volumes and fire flows throughout the community.	is underway to mitigate insufficient fire flows in	system. High Priority.	
	Major transmission mains yet to be	several portions of the City.	The City should create and follow a 5 Year Water Capital	
	looped in the City's system include:		Improvement Program.	
	 10 inch main along 148th Street, from the High School north to Janestown Street. 10 inch main along 148th Street, from High School south to Castlewood Street. 	These loops are important to safeguard the current system from unanticipated interruptions in service.	Construct the 148th Street loop mains. Moderate Priority.	
	 Hydrant installation at 148th Street and the HighSchool. 	Hydrant scheduled to be installed during 1993.	Install hydrant. High Priority.	
	Critical replacement projects include:		Rebuild Downtown	
	 Reconstruction of a maze of small, obsolete lines near the former water 	The near Downtown improvements are left over	lines. High Priority.	
	tower site Downtown.Replacement of a 2 inch maineast of	obsolete lines from the old system. The Woodstock line is in very poor condition.	Rebuild Woodstock line. High Priority.	
	143rd Street along Woodstock Blvd.Replace 2 inch line in East Oak Lane	The East Oak improvement	Complete East Oak Lane project.	
	Circle with 4 inch line and hydrant for flush.	mirrors other similar project recently completed on circles.	High Priority.	

Water Distribution System



Water Distribution System



- Continue to monitor the ongoing clean-up of Well #3, closed because unacceptable carbon tetrachloride levels. This problem may be caused by adjacent government grain storage activities. While this well is not essential to the City's current supply, and other superior producing wells have been developed, the City should plan for the eventual reopening of this well site.
- Seek to enlarge the property easement beneath the storage reservoir into a condition of municipal ownership of the ground on which the facility is situated.

Completion of these improvements is expected to alleviate the few fire flow capacity problems which exist, and to afford the City an extra measure of protection with needed looped mains in the vicinity of the high school. These improvements play assist in upgrading infrastructure conditions for the future, as the City prepares for additional future residential and industrial development.

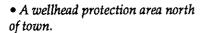
■ Solid Waste Collection, Transfer and Disposal

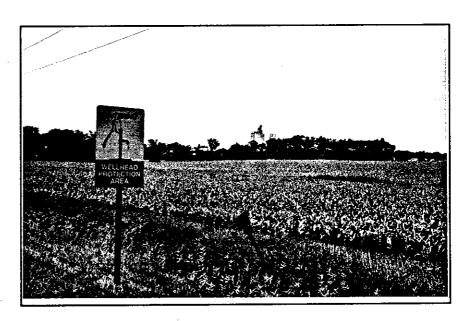
Table 5-5 addresses Waverly's solid waste disposal system. The inventory identifies the following:

- Waverly provides for collection of solid waste within the city through ordinance with a private contractor. Refuse is transported to the City of Lincoln landfill for disposal.
- Yard waste is gathered through a separate collection, and is stockpiled and composted by private operators.
- The Waverly Jaycees operate a community recycling effort, which is comprised of a community drop off site located in the parking lot of the shopping center. Material collected include aluminum, newspapers and plastic milk jugs.
- The city's most appropriate solid waste disposal strategies involve continued efforts to reduce the waste stream which eventually goes to the landfill. This effort can be furthered by instituting a more aggressive, community-wide education and recycling program.
- Because the future availability of landfills cannot be assured, the city should continue its cooperative agreements.

The City of Waverly should join in a cooperative planning effort with the City of Lincoln, Lancaster County and other area communities to monitor existing solid waste practices and facilities. All agencies and municipalities must work together to prepare for the future needs of residents and communities in this area.

• The city should monitor new state and federal environmental mandates which could affect the operation and costs of solid waste disposal.





• Ash Hollow Ditch, part of the city's extensive and progressive surface drainage system.



Facility	Description	Evaluation	Modification/Priority	Comments
1. Solid Waste Collection	Collection of solid waste for the entire City is currently provided by private contract with a private hauler: Industrial Services of Lincoln.			
	Collections are made at curbside or alleyside at residences and from refuse containers at businesses.	Nationwide trends are to manage and reduce waste streams to extend the life of landfill facilities.		
	The hauler provides separate collection of yard waste, which is transported to a site for composting. Yard waste is eventually stockpiled and land-applied.	Yard wastes are responsible for a large volume of the waste stream of the community. Encouraging the separation and composting of yard wastes can reduce refuse	Waverly should use compst as a mulch/soil conditioner inpublic parks.	No planned capital costs.
	All garbage is transported to the Lincoln Municipal Landfill for disposal.	costs and extend the lifetime of landfill facilities.		
	Waverly Jaycees operate a recycling drop off center at the shopping center for newspaper, plastic jugs, and aluminum cans.	The City of Waverly and the Jaycees should explore the possibility of staffing for a community-wide recycling of site, or even initiation of curbside recycling.	Waverly should explore ways to further educate its citizens on the importance of recycling. A citywide recycling arrangement should be considered.	No planned capital costs.
		Often, public awareness of solid waste issues is increased by personal, hands-on participation in recycling.	Within 5 years, Waverly should consider instituting a program that requires the sorting and collection of recyclable items.	No planned capital costs.

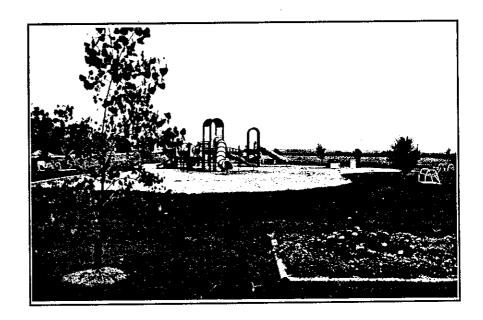
■ 130 **■**

Collection of solid waste is currently	TT C': (747) 1 13		
provided by a local private contractor who transports refuse to a landfill site near Lincoln for further processing and disposal. Yard waste is stockpiled and land-applied. Thelandfill facility is operated by the	The City of Waverly should monitor the capacity of the Lincoln landfill to meet the community's waste disposal needs. Waverly should participate with Lincoln, Lancaster County and other municipalities in a regional	Consider regional planning efforts with other governmental bodies and public agencies to estimate solid waste needs and evaluate available facilities. High Priority.	No capital cos
City of Lincoln. The City of Lincoln is monitoring the capacity of the landfill	planning effort to study future issues involving solid waste disposal.		
*	Should a new facility be		
programs by Waverly and other communities would extend the useful life of this landfill.	Waverly should cooperate in a planning effort to foster the design, selection, and		
Landfill availability is an issue of great concern to communities throughout Nebraska. Many existing facilities in the state will be out of space by the end of the century. The City should not	landfill to serve the needs of communities in this area.		4
	near Lincoln for further processing and disposal. Yard waste is stockpiled and land-applied. Thelandfill facility is operated by the City of Lincoln. The City of Lincoln is monitoring the capacity of the landfill. Initiation of sorting and recycling programs by Waverly and other communities would extend the useful life of this landfill. Landfill availability is an issue of great concern to communities throughout Nebraska. Many existing facilities in the state will be out of space by the end of	rear Lincoln for further processing and disposal. Yard waste is stockpiled and land-applied. Thelandfill facility is operated by the City of Lincoln. The City of Lincoln is monitoring the capacity of the landfill. Initiation of sorting and recycling programs by Waverly and other communities would extend the useful life of this landfill. Landfill availability is an issue of great concern to communities throughout Nebraska. Many existing facilities in the state will be out of space by the end of the century. The City should not assume that this landfill will always be avilable to meet future needs. Regional	near Lincoln for further processing and disposal. Yard waste is stockpiled and land-applied. Thelandfill facility is operated by the City of Lincoln. The City of Lincoln is monitoring the capacity of the landfill. Initiation of sorting and recycling programs by Waverly and other communities would extend the useful life of this landfill. Landfill availability is an issue of great concern to communities throughout Nebraska. Many existing facilities in the state will be out of space by the end of the century. The City should not assume that this landfill will always be avilable to meet future needs. Regional community's waste disposal needs. Waverly should participate with Lincoln, Lancaster County and other municipalities in a regional planning effort to study future issues involving solid waste disposal. Should a new facility be needed within the regiona, Waverly should cooperate in a planning effort to foster the design, selection, and construction of a regional landfill to serve the needs of communities in this area.

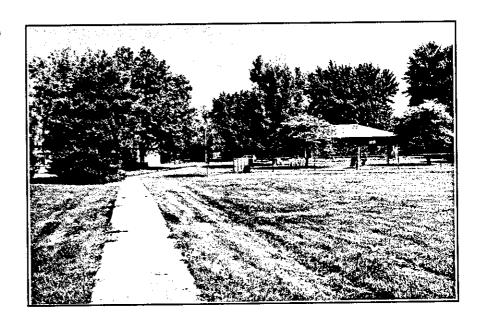
No community may be complacent regarding solid waste issues.

QUALITY PUBLIC SERVICES AND FACILITIES

• Jaycee Park.



• Wayne Park and its connection to surrounding residential areas.



Parks and Recreation Facility Analysis

Waverly's park facilities are particularly important to the city's overall quality of life and affect the city's ability to provide quality residential neighborhoods. This section examines the city's park and recreation system and includes all city-owned and operated facilities. Facilities are evaluated in three ways:

- Overall population service standards. This analysis relates Waverly's park and recreation facilities to accepted service standards for the city's population.
- Geographical distribution. Specific facilities carry with them an effective service radius, determining the size of the area they serve. This analysis examines the distribution and service radius of each facility in the city to identify geographical gaps in service.
- Park inventory and assessment. This analysis reviews and evaluates each city-owned park and recommends possible changes and improvement needs.

These assessments provide the basis for the recommended park improvement program established in the Priorities and Actions section of this theme.

Table 5-6 summarizes the parks and facilities included in this evaluation. The accompanying map locates the city's major parks and recreational areas.

■ Facilities in Relation to Population

An evaluation of the community's recreational facilities based on the Nebraska Statewide Comprehensive Outdoor Recreation Plan (SCORP) and other national standards shows that Waverly is very well served by its existing facilities. Table 5-7 relates the city's facilities to its served population. The analysis leads to the following conclusions:

- Waverly far exceeds statewide and national standards for total park ground.
- Waverly exceeds national standards for neighborhood parks, when school playgrounds are included. School

TABLE 5-6: Major Recreation Facilities in Waverly

Criterion		Support	:				Recreatio	n Facil	ities			
Public Parks	Area (Acres)	Restrooms	Picnic Shelters	Baseball Fields	Softball Fields	Soccer Fields	Announcer Concession			Swimming Pool/Area		Play Areas
Wayne Park	40.5	2	3	1	1	1	1	2	1	1	1	2
Jaycee Park*	10.3	2	0	0	2	0	0	0	0	0	0	1
Sharp Park	0.3	0	1	0	0	0	0	0	0	0	0	1
<u>Totals</u>	51.1	4	4	1	3	1	1	2	1	1	1	4

^{*} Jaycee Park was established as a public recreation site by the Waverly Jaycees, and is supported by the Waverly Community Foundation.

134

TABLE 5-6: Major Recreation Facilities in Waverly

Criterion		Support			R	ecreation	n Facilities	3		
Public School Sites	Areas (Acres)	Restrooms	Picnic Shelters	Ballfield Backstops	Basketball	Soccer Fields	Running Track	Tennis Courts	Playground Equipment	-
Waverly High School and Junior High	13.1	0	0	0	2	1	1	0	0	
Hamlow Elementary	11.2	0	0	3	2	1	0	0	1	
Totals:	24,3	. 0	0	3	4	2	1	0	1	

Public School Sites: Buildings and parking areas occupy more than 5.6 acres, or 23% of public school sites. Actual open space recreation areas comprise slightly more than 18.7 acres.

Additional Facilities:

Waverly High School:

Athletics whirlpool, locker rooms, basketball, weight room. Hamlow Elementary School has a gymnasium/multi-purpose room.

Criterion	Standard	Existing Facility	Comments
Total Park Land	• 15 acres per 1,000 population.	Total Public Parks: 51.1 acres School Playgrounds: 24.3 acres	Waverly is more than 169% overall park area standards.
	 Based on standard, Waverly requires 28 acres of total parkland. 	Total Area: 75.4 acres	•
Neighborhood Parks and Playgrounds	• 2 acres per 1,000 population.	Public Parks: 0.3 acres. School Playgrounds: 18.7 acres	Neighborhood parks and playgrounds include Sharp 1
	 Based on standard, Waverly requires 3.7 acres of neighborhood parks. 	Total Area: 19.0 acres	of Well # 4), in addition to p school playgrounds.
	3.7 acres of heighborhood parks.	Wayne Park also has	
		neighborhood service characteristics for adjacent residential areas.	Most neighborhood park sp city is furnished by school p
Community Parks	 3.5 acres per 1,000 population. Based on standard, Waverly requires 	50.8 acres in Communiy Parks, including: 40.5 acres at Wayne Park, and	Community parks include p which provide neighborhooservices.
	6.5 acres of community parks.	10.3 acres at Jaycee Park.	Community parks account for
			67% of the city's total park a results in a high proportion park land in large communi which is an enviable situation Compared with standards, it
			Compared with standard has 24.6 acres in communexcess of standards, or is the standard requiremen

Criterion	Standard	Existing Facility	Comments
Swimming Pools	• 150-meter pool per 20,000 population.	Municipal Pool: 25 meter outdoor pool.	The number of existing facilities is adequate to satisfy the community's
	• 1 25-yard pool per 10,000 population.	pool.	requirements.
Baseball Fields	• 1 diamond per 6,000 population.	2 diamonds; 1 at Wayne Park.	Baseball facilities have regulation dimensions and have adequate
	 Based on standard, Waverly requires 1 diamond. 		lighting and support facilities. Waverly is adequately served by baseball fields.
Softball Fields	• 1 diamond per 3,000 population.	3 formal diamonds; 1 at Wayne Park.	Waverly is adequately served by softball fields.
	Based on standard, Waverly requires 1 diamond.	2 at Jaycee Park. Also: 3 informal diamonds at Hamlow Elementary School.	Hamlow Elementary provides 3 children's ballfields/backstops.
Tennis Courts	• 1 court per 2,000 population.	2 courts at Wayne Park.	Waverly is adequately served by tennis courts.
	 Based on standard, Waverly requires 1 court. 		
Golf Courses	• 1 18-hole course per 25,000 population	The nearest golf course facilities are located near Ashland, and in Metropolitan Lincoln.	Waverly would benefit from a local golf course, and any private efforts to establish such a facility should be encouraged. Waverly is relatively
Commission, 1973. Urban Land, Vol. 20, No. 5	or Recreation Plan, Nebraska Game and Parks , Urban Land Institute. and Open Space Standards, National		distant from golf course recreation. A local facility would be highly accessible togolfers throughout the region. I-80 could provide valuable exposure for such a facility.

properties provide most of this type of park space within the city.

- Waverly far exceeds the statewide and national standards for community parks. These are generally the most important open spaces in a community and provide opportunities for many recreational uses. These park spaces also have symbolic value, representing the image of the community to residents and visitors alike. In Waverly, about 67% of the city's total park area can be considered community parks. Wayne Park is Waverly's city-owned community park, and includes the municipal pool. Jaycee Park is operated by the Waverly Jaycees and the Waverly Community Foundation.
- Waverly is adequately served (on a population basis) by most important recreational facilities, including swimming pools, baseball fields, softball fields, tennis courts. The one exception is golf courses, which are not present near the community.
- Current park spaces would accommodate the doubling of Waverly's population and still remain within state and national standards for park spaces. Residential growth to the east and north in Waverly would be proximate to Wayne and Jaycee Parks, respectively. Future residential growth near the high school, however, would be situated on the east end of the community, an area which is geographically distant from existing parks. As development proceeds east of 148th Street, the city should provide a system of trails to link new subdivisions with the community's existing community parks. The city should also acquire land for new neighborhood parks and recreation facilities on the north and east edges of the town.

■ Facilities by Classification

Waverly's major recreation and open space areas can be classified as follows:

• Neighborhood Parks: This category includes parks which contain play areas and community open space, and serve immediately adjacent neighborhoods. School playgrounds serve as neighborhood park facilities. The maximum radius for neighborhood parks is 0.25 to 0.5 miles. This category includes the established park/playground at Sharp Park.

- Community Parks: These major, multi-use open spaces accommodate a broad range of activities, including picnic facilities, trails, ballfields, paved courts, play areas, and other facilities. These city-wide parks serve a population within a two-mile radius. The City-owned community park in Waverly is Wayne Park. In addition, the Waverly Jaycees have established a public park north of Downtown, Jaycee Park. Although it has yet to be fully developed for community use, it has characteristics for a future community park.
- *School Playgrounds:* These are school grounds and facilities which function to provide neighborhood play areas.

An analysis of park service areas shows the following deficiencies in neighborhood park service:

- North Waverly. The north area contains Sharp Park/ Playground and Jaycee Park. Jaycee Park is vital to meeting the active recreation needs of this part of the City, and additional fields and courts, as well as drinking fountain service should be installed.
- Midtown Waverly. While Midtown Waverly is not adequately served by neighborhood park facilities, it is near the city's large community park. Many recreational facilities are located in the north end of Wayne Park, which is adjacent to this Midtown area.
- South Waverly. New residential growth projected for east and south Waverly should include a corresponding increase in local park service in these areas. As growth occurs east of Prairie Home Road (148th Street), a future neighborhood park should be developed. As development occurs south of Amberly Road, paths and greenbelt linkages should be extended south to connect future neighborhoods with Wayne Park.

A significant deficiency identified in the inventory is the city's lack of a recreational trail system. The concept of a linked pedestrian system, connecting all city neighborhoods, parks, schools, Downtown Waverly, Ash Hollow Ditch, and, potentially, Salt Creek completes the network of community open spaces. Such a system would provide a facility for such important and increasingly popular recreational pursuits as walking, running, bicycling, and cross-country skiing. The extension of a Greenbelt Trail between the

proposed east residential growth areas and North Waverly will complete the city's outstanding parks facilities.

The City of Waverly should encourage the Natural Resource District and other governmental agencies to complete a recreational trail system along Salt Creek. In addition, the city should undertake trails along drainage corridors in the South and East Growth Centers as residential growth occurs, to link them into the system. Construction of such a regional trail system could further provide Waverly with another unique feature that could strengthen the city's attractiveness as a good place to live and visit.

■ Park Facility Inventory and Evaluation

Table 5-8 presents the Waverly Park Inventory. This inventory provides in-depth information on all of the city parks, their recreational facilities and amenities. Most of Waverly's park facilities are in good condition, with some exceptions. These most immediate needs include:

- Wayne Park. This community park is a major facility for active recreation and serves a neighborhood park function for South and Midtown Waverly. This park also forms part of the city's drainageway open space system. It is a heavily used park that needs further development, including trails extensions to the south and east to serve new residential development. Parking areas should be paved and planning should begin for a recreational trail to run the length of the park. A landscape design plan should provide additional plantings and barriers to prevent motor vehicles from leaving drives and parking lots. In addition, the south end of the park should be considered as a future site for community buildings. In areas distant from homes, the City may consider more natural "wilderness" landscape treatments with lowmaintenance native grasses and wildflowers. The park could benefit from updated playground equipment.
- Jaycee Park. This park in North Waverly is a recent addition to the public's recreation facilities, and is currently under development. This park contains the most modern playground equipment in the City, recently installed by the foundation at a cost of nearly \$30,000. When fully developed, the 10.3 acre parksite will provide a valuable neighborhood recreation area serving residents north of the

Burlington Northern Railroad. The park can also create a gateway to Downtown Waverly, just south of the site. The most important needs are for appropriate facilities and land-scape treatment, including additional active use fields, courts and a drinking fountain. The City should ensure that new housing development on the north and east is designed to complement the park.

- Sharp Park. This small park consists of a triangularshaped open space situated northwest of the Burlington Northern Railroad and 139th Street. It contains a fenced playground, a drinking fountain, and a shelter. The park could benefit from updated playground equipment.
- Municipal Pool. The recent Americans with Disabilities Act affects public facilities such as the pool, possibly requiring improvements to provide access to the water for disabled people. Modifications may also be needed to the bathhouse areas.
- *Restrooms* in city parks need improvements for use by handicapped and disabled persons.
- Playground equipment in some parks is dated. The City should embark upon a scheduled program to replace these units with new equipment.
- Drinking fountains should be provided in all city parks that contain active recreation areas such as ballfields and courts. This city should upgrade existing drinking fountains where they exist.

Park/ Location	Facilities	Evaluation	Recommendation	Comments
Wayne Park Community Park located east of Ash Hollow Ditch, just south of 140th and Guildford Streets.	 40.5 acre park built inthe late 1960s. Park extends nearly the entire length of the City south of US6 Contains historic Waverly Burlington Northern Depot Electric service from depot area north. 	Heavily used active recreation facility, which is the showcase park for the City of Waverly. In the future, modifications to the pool may be needed to provide access to the water for disabled persons. This can be done by	Initiate changes to the pool and bathhouse to make facilities accessible to handicapped persons, as required by the recent federal Amercians with Disabilities Act.	Cost depends upon type of improvement.
	 Water service; drinking fountains at the depot and at the ball diamond. Swimming pool. 2 tennis courts. 	installation of a ramp or chair lift. In 1992, the City completed several projects to improve access for disabled persons, including:	Improve pedestrian and bicycle access between this park and existing and future residential areas.	Cost depends upon type of improvement.
	 2 restrooms: depot and concession stand. 	installation of armrails inthe bathhouse, ramps on paths	Re-grade the ballfield complex.	No planned capital cost.
	 1 regulation little league diamond. 1 regulation baseball diamond. 	leading to pool ara, wheelchair parking, and crosswalk improvements.	Install upadated playground equipment.	\$25,000 estimate.
	 1 softball field. Informal soccer field. Basketball court. 	Ball complex needs to be re-graded and new dirt added.	Rebuild the tennis courts.	\$25,000 estimate.
	3 picnic shelters with tables, including the VFW Memorial Shelter and Picnic Area, and	The park would benefit from updated playground equipment.		
	gazebo shelter near pool area. • Playground equipment.	Tennis courts have cracked, split surface. Courts require new concrete base and asphalt overlay.	The City of Waverly should	\$20,000 estimate.
		New concessions built in 1990.	initiate a landscape design plan for Wayne Park, to balance the site with	esumate.
		Basketball court is new and in excellent condition.	plantings, active areas, and appropriate barriers to automobile movements.	
		Motor vehicles need to be better restricted from park grounds.	High Priority.	

Park/ Location	Facilities	Evaluation	Recommendation	Commen
Jaycee Park Neighborhood Park located north of Downtown and east of 141st Street.	 10.3 acres public recreation site owned by the Waverly Jaycees and supported by the Waverly Community Foundation. Portable toilets. 2 softball fields. Playground equipment. 	This is a relatively new park located on the north edge of the City. The City performs set up and maintenance of the ballfields. This park has the most modern playground equipment in the City, installed recently at a cost of nearly \$30,000.	Maintain the current service utility levels to serve the park facilities. Provide a drinking fountain (well water) apparatus for the ballfield areas.	
·		The park lacks water service, and no drinking fountain is provided to the ballfield area.	Install a tap, meter and water line to serve the park. Install a drinking fountain.	\$3,000 estimate.
		The Waverly Community Foundation hopes to construct a recreation center, to include indoor tennis and basketball.		
		While this park is well located to serve future housing, better path linkages are needed to connect the site to Downtown Waverly, to nearby neighborhoods, and to proposed housing to the north.	•	
Sharp Park Neighborhood Park located northwest of 139th Street and the railroad.	 0.3 acres donated to City in early 1980s. Playground equipment enclosed by chain link fence. Drinking fountain. Shelter. 	This small park was created near a municipal well site to serve as a neighborhood playground. The small lot is fully developed. The site is landlocked and expansion is not possible. The park could benefit from better sidewalk and path linkages to the surrounding neighborhood.	Phased replace of some playground equipment with updated, modern play structures. Add additional play structures as needed.	\$10,000

Growth Centers

Under the theme "A Quality Environment for Growth," the Waverly Plan presented four principal areas for new platting and residential development during the next fifteen to twenty years. These four areas are the Northwest Growth Center, the South Growth Center, the East Growth Center, and the North Growth Center. A fifth growth center, near the proposed airport, may accelerate development of the other four areas. However, little platting or development will occur adjacent to the airport site because of such constraints as East US 6, the railroad, Salt Creek, and Ash Hollow Ditch. Adequate infrastructure within each of the four primary growth centers is required for their successful development.

The following discussion summarizes the infrastructure and service needs of Waverly's proposed growth centers.

■ Northwest Growth Center

The Northwest Growth Center is relatively well-served by the city's existing water and sanitary sewer systems. It is mostly made up of residential sites west of the Downtown area, extending to the 134th Street viaduct. The existing housing pattern ends just west of 137th Street, with an additional 12 acres available for future development. Sanitary sewer service to existing homes adjacent to this area is near its engineering limit for elevation. Ground elevation of the area will probably require a sanitary sewer lift station or a new sewer line extending north to Oldfield Road and then east to 143rd Street. Sanitary sewer service for some homes in this area presently uses a lift station near 140th and Lancashire Streets. Water service is provided throughout the area, and can be extended incrementally from existing lines.

Stormwater drainage is adequately provided in the developed portions of the neighborhood; however, the extension of Jamestown Street to the North 134th Street viaduct should provide curb and gutter to channel water away from housing areas during storm events.

Stormwater within the area generally drains in two directions, since the area is on a drainage basin divide. North parts of the Growth Center drain in a west to east direction north of Kenilworth Street. Western parts of the Growth Center drain in a west to south direction south of Jamestown

Street, into Ash Hollow Ditch, which then passes beneath US 6 and through Wayne Park. The community should protect and increase the capacity of the channels that convey this runoff through the neighborhoods, and wherever possible, incorporate recreational trails along these channels to link neighborhoods to the park sites.

The principal infrastructure projects required in the Northwest Growth Center involve the extension of Jamestown and Kenilworth Streets to the North 134th Street viaduct. These improvements should be completed to keep pace with the community's residential growth and correct flooding concerns of adjacent residents.

East Cornhusker Highway (US 6) and the North 134th Street viaduct influence traffic circulation and the character of development in this development area. The viaduct embankment and the railroad form hard edges to this neighborhood, isolating it from contiguous growth areas to the west or south. For this reason, the Northwest Growth Center should not encourage residential development west of the 134th Street viaduct. The planned airport site northwest of the city suggests that land uses west of 134th Street should include rural, agricultural, or light industrial uses that support the airport operation.

South Growth Center

The South Growth Center is generally served by existing infrastructure. This growth center contains nearly 60 acres of farmland that has the potential to develop as a mixed use area, including residential subdivisions. This growth center includes the 16-lot Waverly Heights subdivision, approved by the city in 1993. The South Growth Center could support approximately 35 acres of residential development, including desirable new multi-family sites. These developments would ideally be served by a street pattern including a southward extension of Deer Park Road, and an eastward extension of a road parallel to and south of Amberly Road.

Several public improvement projects are needed in the South Growth Center to support existing and future development. These include street extensions, park extensions and improvements, sanitary sewer extensions, and storm sewer projects. These public service projects can be installed in the normal course of private development, and will create a

framework for residential and industrial growth. This framework also reinforces such existing city investments in facilities as Hamlow Elementary School and Wayne Park.

These sites are served by gravity flow sanitary sewers, and adequate water mains, requiring only local extensions by the developer. In addition, new water transmission mains have been recently installed throughout the area, connecting to the new well field south of I-80, and to storage facilities along Amberly Road near Prairie Home Road (148th Street).

Stormwater drainage for this growth center is provided by the Ash Hollow Ditch. The swale drains a large watershed west of the city that includes the city's major industrial park, shopping center and Wayne Park. Additional development will increase the impervious surface coverage of the area, adding considerably to surface runoff over the next twenty years. Fortunately, the open channel configuration of Ash Hollow Ditch is ideal to accommodate any additional modifications or improvements in the future. The City of Waverly should protect this drainage corridor, and use sound engineering and drainage practices to prevent flooding problems within this basin.

The extension of collector and minor streets into this area also ties these newly developing areas into the City and into South Waverly. Extension of Deer Park Road south of Amberly Road is necessary to open these areas for development. This residential road should be continued toward the southeast, extending west toward Prairie Home Road. These improvements create a south circumferential road that will enable traffic to efficiently circulate around these city neighborhoods, and provide convenient connections to Wayne Park and the center of town via 143rd Street, and to Hamlow Elementary School via the extension of 145th Street.

An interchange with I-80 and an extended North 134th Street, this area would make existing industrial areas more desirable, and could create a site for regional commercial development in the future.

■ East Growth Center

The East Growth Center is geographically situated east of the present City, and divided from existing development by Prairie Home Road (148th Street). The East Growth Center

is adjacent to Hamlow Elementary School and Waverly High School. The area is entirely located in the rural watershed of an agricultural swale, and contains hundreds of acres of vacant or farmed land. At least 100 acres of this watershed could be expected to develop into residential subdivisions.

The area is generally served by existing infrastructure. Proposed development sites would be served through incremental extensions of existing water mains. New water transmission mains are planned along 148th Street connecting to storage facilities located northwest of 148th Street and Amberly Road, where the City recently completed construction of a new elevated water storage reservoir. The ease of providing sanitary sewer service to the area will depend upon the engineering of the specific site. Generally, sewer service will become more expensive as development continues east, since at some point, gravity flow will be in the reverse direction of existing City lines. While a lift station would resolve the problem, a more desirable (and more costly) solution would involve installation of a new Northeast Interceptor Sewer. This sewer would proceed north across US 6, the railroad, and National Crane, and would continue west into the major line just north of the City. This line would alleviate the need for a lift station, and would pride major utility capacity to potential development sites near the 148th Street/East Cornhusker Highway intersection.

The East Growth Center is crossed by a major gas pipeline owned by Enron/Northern Natural Gas Company. The pipeline, in place for more than half a century, generally runs north and south, parallel to and about 700 feet west of Prairie Home Road (148th Street). This pipeline feeds a Minnegasco delivery site outlet located on the northeast corner of Heywood and 148th Street. The Enron pipeline was installed after the company obtained different types of easements from local land owners. One type, a blanket easement, gives the company broad rights which may include the ability to ask others to bear costs of relocating or upgrading pipes as urban development crowds the area. Property with this type of easement is located north of Bluff Road, and East Cornhusker Highway (US 6). As an example, National Crane, under such a blanket easement, paid and directed Enron to relocate the pipeline to the edge of their site, to allow for more flexible use of their property.

However, a less restrictive easement exists on farm land

south of Bluff Road to I-80, where the pipeline rights are narrower. As urban development occurs here, the company will be forced to relocate or upgrade the pipeline. Responsibility for funding this change is a matter of negotiation. Relocation of this pipeline is possible, although residential development can safely occur adjacent to the pipeline if additional land for easements built into the subdivision pattern. The pipeline companies ask that developments reserve a 50-foot easement either side of the pipeline. The primary reason for the easement is to ensure adequate width for access by major equipment, should rebuilding be needed any time in the future. Should residential development occur near the line, regulatory standards would require the pipeline company to reconstruct the pipeline to Level III standards, the safety threshold for an urbanized area. If the land remains in agricultural use, the current older pipe meets Level I, a lower threshold. Regulators will require that the pipeline company upgrade pipe within 660 feet of urbanized development. That is principally the reason the pipeline is located where it is, more than 700 feet east of the current limits of the City of Waverly.

Street extensions are a major infrastructure need for this area, but will be dedicated and built by private developers in the course of subdivision and construction. Extensions of Jamestown, Heywood and Castlewood Streets are vital transportation improvements for East Growth Center development. Another important street project is the improvement of Prairie Home Road(148th Street) and its shoulders, ditches and rural character to good urban standards with storm sewer pipe and sidewalks. Bluff Road, a gravel road that extends east of Prairie Home Road from the end of Heywood Street should be improved to urban standards as residential development occurs in the East Growth Center.

The principal public service need for the East Waverly Growth Center is to provide a unified system of urban infrastructure which is engineered to sustain the growth of the community to the east. Obviously, it will be necessary to ensure safe relocation or reconstruction of the gas pipeline, with the costs of this depending upon the particular property and the particular negotiating position of the developer. In Nebraska, communities such as Ralston, Omaha, LaVista and Papillion have successfully developed residential areas adjacent to pipelines.

In addition, the success of the new housing areas depends upon the City's ability to provide recreation opportunities for new residents in this part of the City. The layout and design of these residential projects must address the need to link new areas to the established community, through street patterns, as well as recreational trails.

North Growth Center

The North Growth Center has experienced recreation development in recent years, with the creation of Jaycees Park. The primary sites for future residential development are located north of Jaycees Park, extending to areas along Oldfield Road west of 141st Street.

Incremental water system extensions will promote development in the North Growth Center. A major sewer extension from the City's main interceptor near 143rd Street should ideally be constructed along Oldfield Road west to 134th Street at a depth sufficient to benefit vacant sites west of the Bethesda Care Center, and possibly the proposed airport.

Stormwater drainage is currently provided by roadside ditches and swales across farmland running north to Salt Creek. Developments to the far north near Salt Creek will be subject to floodplain regulations. Any such development must be situated and elevated to be above flood hazard elevations.

Street extensions are a major infrastructure need for this area, but will be dedicated and built by private developers in the course of subdivision and construction.

Relocation of the Lancaster County Road District One Engineering highway maintenance yard would be desirable, but may be prohibitively expensive. The City of Waverly and the County should stay alert to unusual funding opportunities, perhaps affiliated with airport site acquisition and construction, which could provide a better location of the yard.

■ Vicinity of the Proposed Airport

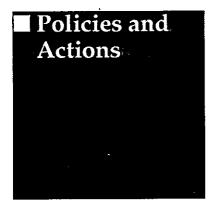
The City of Waverly is anticipating construction of an airport on the west edge of the city. The construction of the airport would provide a valuable corporate service facility to area industries and employers.

The development schedule of the Waverly Airport is undetermined, but no construction is likely before 1998.

The airport's land use effects are unclear, because of its physical constraints. Most probable influences will occur near I-80 and other industrial areas south of US 6. The limited parcels of vacant land on the perimeter of the airport should be used for small-scale, airport-related light industrial and storage uses. A new I-80.134th Street interchange would provide convenient service to the airport site. In addition, an airport should be factored in to planning for Lincoln's East Beltway.

Major infrastructure improvements are necessary to promote the development of an airport. Sewer and water service extensions, while desirable, may not be necessary if the City can direct businesses to areas with better utility service south of the railroad/East Cornhusker Highway (US 6) corridor. As development warrants, further utility extensions will be made along East Cornhusker Highway and to the west to serve new industry. Waverly can create an ideal industrial park environment, combining access to highways, an airport and utilities, all within the planned community of a traditional small town.

Few street extensions are needed within the area of the proposed airport. Neither the construction of the airport nor the industrial parks south of US 6 would require new major streets, and the viaduct over the railroad exists. The City should coordinate platting to ensure that adequate street connections are provided along the corridor.



This section presents the policies and actions that will enable Waverly to accomplish its overall goals of providing quality public services and infrastructure for existing and future residents of the city.

■ Transportation

In order to provide a better street and sidewalk network for residents and visitors within Waverly, the city should complete these policies and actions:

1. Street Rehabilitation Program

Waverly should expand its annual street rehabilitation program, providing additional funds for ongoing rehabilitation of improved street segments. The street condition map in the plan indicates street segments that need attention. These repairs should be made on a systematic basis, using regular appropriations from general revenues or user fees. Waverly should continue to identify any alternate funding sources that could provide for street rehabilitation.

2. Street Network Improvement Program

Waverly should institute a program to improve the operation and efficiency of the overall street network. Other local street and intersection improvements are needed to maintain Waverly's effective traffic circulation system. Improved safety and efficiency within the local system will result from the completion of these projects. Locations for improvement projects are presented in Chapter Five, "A City of Strong Neighborhoods." Elements of this program include:

- Targeted Improvement Projects. Street improvement projects should proceed in certain targeted locations that either involve overall neighborhood revitalization strategies or further the development objectives of the Waverly Plan.
- Consolidation of Driveways along East Cornhusker Highway (US 6). One of the most effective, and yet most difficult measures to improve traffic operation along the highway involves changes to the road to reduce the amount of traffic "friction" in the curb lane of the present highway. Reducing the number of driveways onto the highway would improve the operation of the road. The City of Waverly should cooperate with the Nebraska Department of Roads, businesses

TRANSPORTATION

- Street Rehabilitation Program
- Street Network Improvement Program
- Collector Street Network
- Sidewalk Network
- Sidewalk Repair
- Improvements at Proposed I-80 Interchange
- New City Streets

and local property owners to consolidate curb cuts wherever possible to the minimum number necessary to provide safe access.

- Intersection Improvement at 141st Street and East Cornhusker Highway (US 6). The City of Waverly and the State of Nebraska have already completed major improvements to the intersection of 141st Street and East Cornhusker Highway (US 6). Remaining work is needed to improve the conditions of the railroad crossing of 141st Street which feeds this important intersection. The needed changes would improve sight lines and safety for residents in vehicles and on foot, as well as for commercial trucks that regularly use this street. This intersection should more sophisticated signalization and improved paving.
- Future Improvements to Waverly Road. The City and County should cooperate to make future surfacing improvements to Waverly Road between section-line North 134th Street and 148th Street (Prairie Home Road). This circulator road provides an important alternative access route to the viaduct and East Cornhusker Highway (US 6) for truck traffic from National Crane and other industrial operations north of the railroad. With the potential development of an airport north and west of Waverly, further improvement of this road can assist in directing future traffic around residential areas to major arterials on the west edge of the City.
- Intersection Improvement of 148th Street (Prairie Home Road) and East Cornhusker Highway (US 6). The City of Waverly should begin design and engineering for the reconstruction of the 148th Street intersection with the Burlington Northern Railroad and US 6. This project would include paving and a railroad crossing upgrade to improve the safety and effectiveness of this important crossroads.

The City should also work to improve internal streets in concert with developers as growth occurs on residential infill sites. This process may include the creation of street improvement districts to finance local street improvements for development areas within the current city limits.

3. Collector Street Network

Although Waverly has been able to avoid major traffic and intersection congestion problems, additional growth of the

community, increased highway traffic volumes and additional industrial development may erode this favorable condition. Waverly should continue to provide extensions of collector "through" streets to move traffic, especially between South Waverly and growth centers to the south and east. This condition is also important for North Waverly, where an incomplete street network across the railroad causes nearly all residents to travel 141st Street, whether destined for Downtown, commercial services along the highway, or employment centers west or east of the city.

To maintain good local circulation, Waverly should also complete cross-neighborhood collector streets north of the railroad, providing traffic with the option of moving to the viaduct to cross the track and alleviating potential congestion. The extension of Jamestown Street west to the North 134th Street viaduct is a particularly important priority. With the completion of new development, local streets should be designed so that movement toward arterial streets is distributed along several routes in each neighborhood.

Waverly should continue to coordinate platting and dedication of collector streets parallel to and along Interstate 80, East Cornhusker Highway (US 6), and the railroad corridor. This will ensure that adequate street connections exist to provide access for all developments and frontage parcels.

4. Sidewalk Network

The city should require construction of sidewalks as part of all residential developments and municipal street projects to provide safe pedestrian access to major activity centers and along arterials in the city. Priorities for attention include:

• Major pedestrian routes to schools or parks. Gaps in service in the existing network should be closed. In addition, missing sidewalk links along highway corridors in the city limits should be completed. Missing sidewalk segments affect access to residential areas under construction north of the highway/railroad corridor, to residential areas under construction east of 18th Street, and to pool and ballfield areas within Wayne Park. A sidewalk should also be constructed along Oldfield Road between 141st Street and 137th Street, connecting North Waverly residents to Jaycees Park.

- Sidewalk access to commercial areas. This need is most evident along East Cornhusker Highway (US 6) west of 141st Street, where recent commercial retail development did not extend sidewalks. Missing sidewalk segments affect access to the shopping center and most other active businesses in the city's major highway commercial corridor. By contrast, an excellent network of sidewalks exists along East Cornhusker Highway (US 6) between 141st Street and 144th Street. Near Downtown Waverly, sidewalk links are inadequate near the railroad crossing at 141st Street. Improvements should be made to improve the appearance, safety and pedestrian amenities at this crossing.
- Sidewalks along major arterials. Continuous sidewalks should be developed along 141st Street north of the Lancashire Street, along Oldfield Road between 141st Street and 134th Street, along Bluff Road (Heywood Street) from the high school east of 148th Street, in conjunction with new development, and along 148th Street from Amberly Road to East Cornhusker Highway (US 6).
- Sidewalks along new streets. Streets in all newly developed areas and residential subdivisions should include sidewalks. Sidewalks are needed whenever there are people. The quality of life in a small town should ensure that people can walk safely in their neighborhoods without conflict with automobiles.

5. Sidewalk Conditions

Waverly should use the Sidewalk Condition Map to develop a systematic program to require repair of deteriorated or unsafe sidewalks. Sidewalk conditions in individual areas are discussed in Chapter Five, "A City of Strong Neighborhoods."

6. Improvements along Proposed I-80 Interchange

Waverly should work with the Nebraska Department of Roads to ensure an ideal alignment for an extension of the North 134th Street viaduct to the south toward a possible I-80 interchange. This location would use the existing viaduct to provide access to the community, area industries and the proposed airport. At-grade access for traffic headed toward US 6 would use Amberly Road to reach the intersection about one-half mile west of the viaduct.

The City of Waverly should identify the preferred interchange location and access road alignment in cooperation with the Nebraska Department of Roads, and secure approvals and a schedule on the state's Capital Improvement Program.

Prior to the long-term development of a interchange, several critical transportation improvements are needed in the vicinity, most importantly completion of paving on North 134th Street.

7. New City Streets.

Several important modifications to existing major streets will help Waverly accommodate its projected residential growth. These improvements will improve traffic flow and access among neighborhoods, Downtown Waverly, and highway industrial and commercial commercial areas, and recreation sites. The specific projects include:

- New Residential Collector Road to Parallel Interstate 80. The presence of Amberly Road creates an important link across the south edge of the City between 148th Street (Prairie Home Road) and East Cornhusker Highway (US 6). While this road moves local and rural traffic around the community, it also creates a "hard edge" on the south boundary of Waverly. Future residential development south of Amberly Road will require construction of a more restricted network of local residential streets, including an east-west neighborhood collector street. This new street should be linked to the existing community by extensions of 143rd Street and 145th Street. These improvements will open nearly 100 acres of farmland to residential, recreation and open space uses.
- Southward Extension of 143rd Street. To accommodate residential development in the South Growth Center, and provide a balanced network of collector streets to handle traffic, 143rd Street should be extended south of Amberly Road toward frontage land along Interstate 80. This road will serve as a "community street," extending from the heart of town to the south and tying new areas to established neighborhoods and Downtown. While 143rd Street need not be laid out on a straight north and south axis, its intersections should be aligned to create a safe and clear circulation pattern.

- Eastward Extension of Heywood Street East of 148th Street. The City of Waverly should plan improvements to extend the City's residential areas east of 148th Street. An extension of Heywood Street (Bluff Road) would connect new housing developments in the East Growth Center to established neighborhoods. These improvements should be designed as urban streets, with curb and gutter, storm sewers, and sidewalks consistent with city standards. The improvement of this street opens nearly 100 acres of land for future residential development in the East Growth Center.
- Eastward Extension of Jamestown, Folkestone and Castlewood Streets. Along with Heywood Street, these three residential streets should be extended east of 148th Street. The extensions will link new housing developments in the East Growth Center with established neighborhoods of the City. Improvements such as curb and gutter, storm sewers, and sidewalks should accompany the street extensions.
- Westward Extension of Jamestown and Kenilworth Streets West to 134th Street. These extensions connect important neighborhood collector streets to 134th Street and the viaduct over the railroad. They provide alternative access routes to the 141st Street crossing of the Burlington Northern Railroad.
- Extension of 143rd Street north of Downtown Waverly. The City of Waverly should extend the City's residential areas north of Downtown Waverly along an extension of 143rd Street. This extension would run along the east end of Jaycee Park, and turn west toward 141st Street near Oldfield Road. This street will open nearly 30 acres of farmland to housing development in a North Growth Center. These streets should be designed as urban in character, with curb and gutter, storm sewers, and sidewalks.

PUBLIC FACILITIES

- Accessibility Improvements at Municipal Parks
- Wayne Park Landscape Plan
- Airport Development
- City Maintenance Facility
- Future Community Center

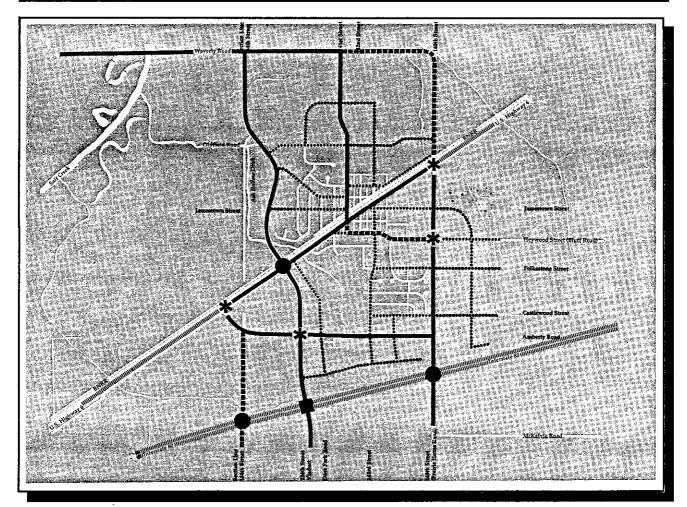
■ Public Facilities

In order to provide a strong facility base for quality public services in a growing community, Waverly should complete these policies and actions:

1. Accessibility Improvements at Municipal Park Facilities.

The recent federal Americans with Disabilities Act mandates the removal of physical barriers to access for disabled

Proposed Street Classification and Transportation Plan



Street Classification and Transportation Plan

Hill Expressway	
Major Arterials	
Other Arterials	
Collector Streets	
Grade Separated Crossing	;s
Future Streets	
Intersection improvement	3
Possible Future I-80 Interc	hange

persons. The City of Waverly should adapt the municipal pool and other recreation facilities and structures it owns for accessibility to disabled people.

2. Wayne Park Landscape Plan and Park Improvements

The City of Waverly should develop a new master design plan to coordinate planting and parking areas, paths, trail and future sites for public investment at Wayne Park. The City should use the master plan to guide its continuing maintenance and improvement program for the park.

3. Airport Development

The City of Waverly should accelerate the work of developing a new general aviation facility northwest of the City. The City should use the Waverly Plan to integrate airport planning into all other street, zoning, land use and public improvement decisions.

4. City Maintenance Facility

With the development of the airport, it will be possible and desirable to relocate city maintenance functions to a new site on an outlot of the airport property. This will have functional, cost, storage and geographic benefits for Waverly. Federal funding involved in development of the airport facility may reduce the City's cost of relocation, as well as provide a joint use facility serving both airport and general municipal needs.

5. Future Community Center

The current efforts underway in the community demonstrate widespread support for a center in Waverly. However, a viable funding source has not been identified that would the operational flexibility necessary to maximize community use and revenue production. The Waverly Community Foundation is working to raise needed funding. The Community Center is proposed to be located in Jaycee Park north of downtown, an area that could also accommodate future residential growth.

6. Future Library

The City of Waverly should explore options that would

result in a dedicated building space as a permanent home for library materials. This may occur as an independent public building with a local materials collection, a shared space within another community facility, or as a satellite branch location of a Lincoln metropolitan collection, if such arrangements can be negotiated. In any case, establishing a local library site is important to the quality of life of the City. The City should influence the location of such a proposed building, ideally located in an area that adds to the level of activity and vitality of civic places in Downtown Waverly.

INTRASTICUCTIONS

- Continued Rehabilitation of Aging Infrastructure
- Sanitary Sewer System
- Storm Drainage and Flood-Prone Areas
- Water System Improvements
- Solid Waste Disposal and Recycling

Infrastructure

In order to assure quality utilities and public services in the future, Waverly should initiate the following policies and actions:

1. Continued Rehabilitation of Aging Infrastructure

The City of Waverly should continue work already begun to assure the longevity of its existing infrastructure. The City should increase street rehabilitation in the areas outlined in the Waverly Plan, replacing or repairing pavement annually as funding is available. The City should not delay in efforts to keep current with these needs. Obsolete infrastructure will only become a greater problem as time passes.

2. Sanitary Sewer System

- Northeast Interceptor Sanitary Sewer. The City should consider the design of the proposed Northeast Waverly Sanitary Sewer Interceptor to flow in a south to north direction east of the City. Development in the East Growth Center can initially occur with temporary sanitary lift stations where needed. However, it should eventually use a gravity flow interceptor to collect sewage from the East Growth area, the East Cornhusker Highway (US 6)/148th Street vicinity, National Crane, and direct this flow north to the City's existing treatment system. This project will allow significant residential, commercial and industrial benefits to the City.
- Northwest Sanitary Sewer Extension. The City must continue to coordinate sanitary sewer connections and lift stations which are constructed by private developers to assure adequate capacity for future adjacent development. In the

development areas north of Oldfield Road, the City should ensure that a sanitary sewer line is built at sufficient capacity and elevation design to capture flows from sites west of 137th Street, as well as areas west of the Bethesda Care Center.

3. Storm Drainage and Flood-Prone Areas

Proposed actions affecting Waverly's stormwater drainage system are focused on the relief of localized flooding problems. Both natural swales and man-made structures can convey floodwater away from developed areas. Stormwater management measures must be planned in advance to handle urban runoff from development. These measures should be designed for cost savings wherever possible and should conform to the growth and future land use policies of the Waverly Plan. Cost economies should not compromise the safe and efficient conveyance of stormwater. Waverly should design all measures to the maximum standard needed to ensure public safety. An effective stormwater management program will include the following specific measures:

- City-wide Storm Sewer Improvements. The city should implement an ongoing capital program to construct missing links in the storm sewer network and other projects aimed at upgrading the design capacity of the storm sewer system. The City should complete important street extension projects, such as Jamestown Street, supplying missing conveyance improvements such as curbs and gutters.
- Open Channel Drainageways. The city should continue to require that all new major drainageways utilize open channels instead of sewer pipes for the main drainage course. Street surface drainage along curbs and gutters will still be used to collect runoff from developed areas and convey it to the major channel. The drainageway swales are preferred because they provide efficient flows, filter pollutants from surface runoff (consistent with forthcoming federal environmental mandates on runoff water quality), and provide multi-use open space corridors. When pipes are used for major drainageways, they must be vastly oversized to account for all possible future upstream developments.
- Drainage in Growth Centers. The City of Waverly should initiate open channel drainage improvement projects in areas experiencing new development, including the East, South,

and North Growth Centers. The easements upon which these channel function can serve as links for future connection of sanitary sewer and water mains, and recreational trails.

4. Water System Improvements

Waverly has implemented an ambitious program to improve its water system, a substantial and quality investment in the future of the community. Computer database and condition inventory activities have been underway for many years. Many projects to upgrade the system have been completed in the last five years. The City must continue to replace the few remaining obsolete lines, continue the high level of routine maintenance, and complete needed water looped mains.

- Enhancements of the Distribution System. The City systematically evaluates the water system to identify several localized projects to upgrade segments of water main. The City should proceed with replacement of these segments as part of a schedule of capital improvements.
- New Transmission Mains. As part of the maintenance of the water system, the City will construct a new water main along Woodstock Boulevard to connect Downtown Waverly to National Crane and 148th Street. Additional mains will be constructed along Energy Way and Amberly Road to improve water delivery to the industrial sites southwest of the City. When Oldfield Road is extended east to 148th Street, a water main should be constructed to complete a service loop.
- Water Extensions to Growth Centers. The City should actively participate and assist the extension of water service within the community's growth centers. The City should also participate in extending water service to the National Crane site. A service loop should be completed along 148th Street, to serve the potential development of the East Growth Center. In addition, the City must continue to play a coordinating role to ensure that water mains which are constructed are adequately sized to provide capacity for future adjacent development.

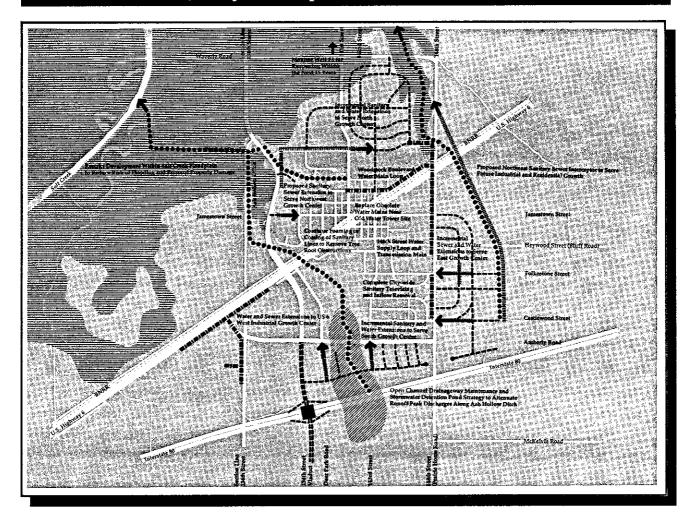
5. Solid Waste Disposal and Recycling

Waverly is currently utilizing a private hauler to collect

local refuse. Garbage is transported to the City of Lincoln landfill for disposal. The waste hauler performs a separate collection of yard waste, which is transported to a privately operated site for composting and eventual land application. The Waverly Jaycees have established a community drop-off center for recyclable items, collecting and sorting selected items. This arrangement is satisfying for those who participate; however, the long-term outlook for recycling may require an expanded program in the future aimed at a reduction of waste at its source. Two specific strategies are recommended: reduction of the community's waste stream through instituting a community-wide education/awareness program, and efforts to increase residents participation in recycling by staffing the drop-off center, or initiating curb-side pick up of sorted items.

- Recycling. Within the next five years, Waverly should implement an aggressive community-wide education/awareness program. The City may also at that time debate the advantages and disadvantages of citizens sorting recyclables at home as part of a curbside pickup program. The most effective recycling programs involve source separation of recyclables and a collection of those commodities separate from non-recyclable refuse. The disadvantage of such a program is that it may involve an additional public or consumer expense, as well as personal effort. The existing centralized recycling center at the shopping center is a less expensive solution, but also results in lower participation. Long-term solutions to solid waste management require greater public awareness and education of the effects of consumption on the environment.
- Landfill. Waverly should monitor the operation and remaining service life of the City of Lincoln landfill facility currently receiving the community's garbage. If the need for a new landfill emerges, Waverly should cooperate with Lincoln and Lancaster County governments and other communities in the region in executing a consensus-driven site selection process. A successful process must:
- Avoid a crisis environment. Adequate lead time must be provided to allow for a fair comparison of alternatives.
- Proceed in public, using clear and generally accepted evaluation criteria.
- Assure neighbors that any public landfill will be developed according to high operational and environmental standards.

Infrastructure for Quality Development



Infrastructure for Quality Development

Summary Map

Proposed Water S	ystem Mains
Proposed Sanitary	System Mains
Open Channel D	rainage System
Salt Creek Flood	olain Strategy
Ash Hollow Water	rshed Strategy
Directional Flow	Patterns
Possible New I-80	Interchange
Future Road Alig	nments
<u> </u>	

PARKS AND RECREATION

- Recreational Trail and Bikeway System
- New Park Areas
- Downtown Civic Spaces
- Tree Planting and Park Site Enhancement Program
- Park Development Program

■ Parks and Recreation

In order to develop a park system that makes maximum use of present facilities, serves all parts of Waverly effectively in the future, and provides an excellent quality of life for present and future residents, the city should implement these policies and actions:

1. Recreational Trail and Bikeway System

A recreational trail system should be developed to link major open spaces and community features in Waverly. This trail system would accommodate pedestrians, bicyclists, and other non-motorized users, and is designed to grow incrementally. The City of Waverly has completed several farsighted efforts to provide pedestrian routes connecting important destinations within the City. These include midblock pedestrian walks in the Melrose and Buena Vista Additions in South Waverly, as well as the Wayne Park greenbelt.

Trails are extremely popular in communities of all sizes. Many smaller towns are developing trails as a competitive, quality of life amenity attractive to business recruitment, and for the retention of families in the community. Because recreational trails are heavily used and involve only moderate costs to develop and maintain, they are one of the most cost-effective recreational investments the community can make. The City of Waverly, Lincoln-Lancaster County, the Natural Resources District, the Nebraska Department of Economic Development, and private corporate sponsors can each play a role in creating a trails network for Waverly and the Salt Creek/Platte River Valley. Local components of the trail system would include:

- Wayne Park Recreational Trail. This trail would connect Wayne Park and the shopping center near East Cornhusker Highway (US 6) to future residential areas south of Amberly Road. The trail would be designed to be extended to the east (along the north side of I-80) as a greenbelt buffer to the Interstate. The trail would connect east of 148th Street to the East Growth Center.
- Waverly Perimeter Recreational Trail. A Wayne Park Trail can be linked to a longer, regional recreational trail, providing a major amenity for future housing development in the

East Growth Center. This trail could begin at trailheads along 148th Street (such as the high school) and run east through new housing developments. On the outside edge of development, near 153rd Street, the trails would converge and form a perimeter greenbelt trail leading north and west to Jaycees Park. A natural alignment for this trail exists along a drainage swale located about one-third of a mile east of 148th Street.

- Trails through Residential Areas. The City of Waverly should require trail connections as part of all new subdivision designs. The concept of a linked pedestrian/bikeway system, connecting new neighborhoods with established parks should be an important element of new developments, especially in the South, East and North Growth Centers.
- Mansfield Ditch Trail to Jaycee Park. It is important that the City of Waverly complete the community's trail system by constructing a trail to connect the North Meadows and Meadowdale Additions to Jaycee Park. A pedestrian/bicycle trail should be built along Mansfield Ditch between these additions. This link will join the other trail segments in completing a community-wide trail system for Waverly.

2. New Park Areas

Although current park acreage in Waverly can accommodate a population of over 2,700 persons, the main growth direction is away from existing recreation facilities. As the city continues to grow south and east, demand may arise for new neighborhood parks. These needs can be meet by the following actions:

- Interstate 80 Greenbelt / Potential Golf Course. The City of Waverly should require future development along I-80 to provide a landscaped buffer to the community's south edge. With residential development expected to occur as far south as I-80, the South Growth Center should provide for future neighborhood recreation needs. This greenbelt buffer could include a private golf course and other recreational uses.
- 148th Street Park and Community Facility Site. The City should acquire land east of 148th Street east of Rose Hill Cemetery for a new park, as residential growth occurs. This parksite will be a significant identity feature for Waverly, reshaping the character of the east edge of town into a

city space. The southeast corner of 148th and Heywood Streets should also be considered for acquisition for a future community facility. A community center, or a future expanded school facility would be a strong landmark along Heywood Street, the City's most important east-west "community street". Such a facility would be ideally located near the existing school facility, reinforcing this area as an activity center for gatherings and community events.

3. Downtown Civic Spaces

The City of Waverly should join with merchants and civic organizations to focus attention on the corner of 142nd and Lancashire Streets in Downtown Waverly. This area is the crossroads of Downtown Waverly, and is flanked by major gathering places and institutions such as the bank, City Hall and the Post Office. This area should include corner nodes with special landscaped treatment, street banners, floral displays, and other improvements. The City should foster this "heart of town" as an appropriate site for future community buildings where people gather, such as a community library.

4. Tree Planting and Park Site Enhancement Program

Waverly should establish an annual tree planting and parksite improvement program. Trees should be planted in order to:

- Replace trees that are dying.
- Improve the appearance and setting of parks.
- Provide shade and climate relief.
- Provide screening of incompatible uses or facilities.

A proposed tree planting program would benefit all city parks. The site enhancement program should also include the installation of attractive, uniform park identification signage. This program should be funded and implemented annually as part of normal park budgets.

The development of a tree nursery on a site within Wayne Park would be an important addition to the Waverly's park development program. For many years the City utilized a site at the wastewater treatment plant to raise seedlings. A larger nursery on the edge of Wayne Park could serve the long-term needs of the schools and city parks. Irrigation should be extended to this site from the adjacent park facilities.

5. Park Development Program

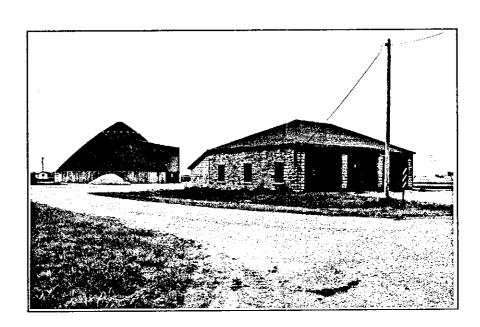
Waverly should institute an ongoing park rehabilitation program through its capital budgeting process. These projects would be developed on a regular basis, utilizing a variety of funding sources. These include general revenues; parks bond funds; local contributions; and grants from private and public sources. Specific facility needs include:

- Wayne Park. The City of Waverly should acquire additional land to the south of Amberly Road to connect with the city's developing south edge. A detailed landscape plan should be created to identify ways to keep motorized vehicles on parking lots and drives, and visualize a landscape program to supplement the existing plantings. The municipal pool should be improved to accommodate the access needs of disabled people. Parking areas within the park should be paved, tennis courts should be rebuilt, and ballfield areas should be reconditioned. Planning should begin for the Wayne Park recreational trail.
- Jaycee Park. The community should continue its efforts to develop the park and improve its facilities. Improvements which should be emphasized include additional active fields and courts, landscaping, and providing water service and a drinking fountain. The City should ensure that future residential growth adjacent to the park incorporates a trail system within the subdivision to provide internal pedestrian circulation between residences and the park. The City should work with the Jaycees and adjacent businesses to strengthen the link and improve the appearance of the land that lies between the park and Downtown. Appearance improvements could be coordinated with future facility plans, perhaps for a future library building in this area.
- Sharp Park. The City should install additional and updated play structures in the future.
- Playground Equipment. The City should update and replace playground equipment in parks throughout the city.
- Drinking Fountains. The City should provide drinking fountains in all city parks that contain active recreation areas such as ballfields and courts. The city should upgrade those existing drinking fountains that are present. All city-owned parks have drinking fountains. A drinking fountain is not

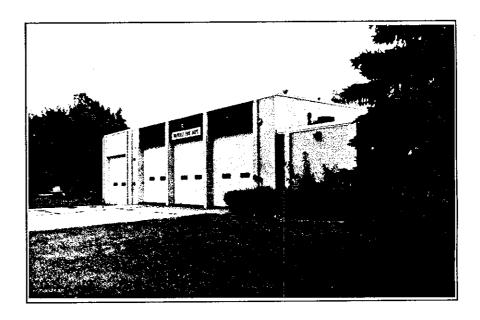
yet present in Jaycee Park, but should be installed.

• Restrooms. The City of Waverly does an excellent job of providing restrooms in city parks. In light of the new federal mandates contained in the Americans with Disabilities Act, additional improvements for use by handicapped and disabled persons may be necessary.

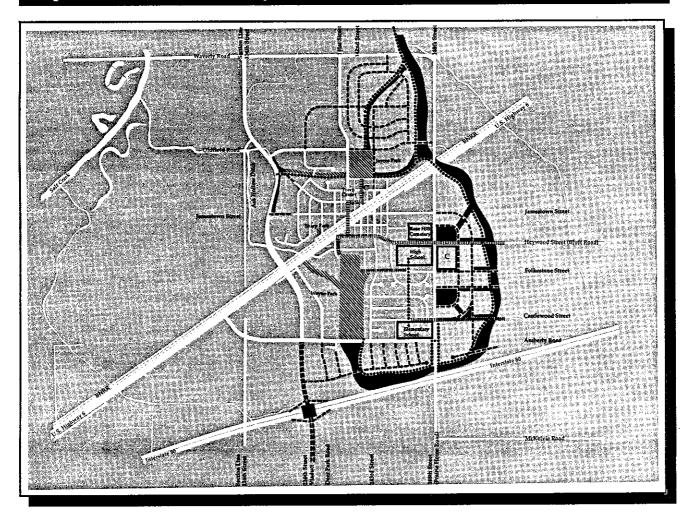
• Road maintenance yard north of Oldfield Road.



• The public safety building.



Proposed Parks and Trails System



Proposed Parks and Trails System Summary Map

